

# The Hongkong Telegraph

WEATHER FORECAST  
FAIR.  
Barometer 30.08

(ESTABLISHED 1881.)

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November 14th, 1912, Temperature a.m. 66, p.m. 72; Humidity...70, 65.

November 14th, 1911, Temperature a.m. 73, p.m. 71; Humidity...82, 90.

No. 8944

號七初月十年子壬

FRIDAY, NOVEMBER 15, 1912.

五拜禮

號五十月一十英港香

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## TELEGRAMS.

### THE POLITICAL CRISIS.

#### UNIONISTS' RESOLVE.

Reuter's (Service to the "Telegraph.")  
London, November 14.  
The Unionists' leaders conferred on Wednesday evening and decided to refuse to allow proceedings in the House of Commons to continue unless the Government finds a constitutional way out of the difficulty created by the adoption of the amendment to the Home Rule Bill.

The Conservative papers generally support the action of the Opposition in the House of Commons on the ground that they were "goaded to extreme measures by the Government's abuse of power."

The "Daily Graphic," which is the exception, says that those responsible for the organised rowdiness have gone far to render themselves impossible. Never yet had a British political party gained by adopting the methods of a pot-house brawler.

The "Times" regrets the incident as a mistake in tactics, but says the Opposition were driven to extremes.

The Liberal papers are thankful to the Opposition for uniting the Ministerials, who had recently become noticeably slack, closer than ever. The Opposition had damaged themselves in the country.

Mr. Redmond, interviewed in the Lobby, said that he was intensely amused with the whole thing.

#### A MEMBER APOLOGISES.

Later.

The House of Commons was packed on its resumption this (Thursday) afternoon. Great excitement prevailed.

Mr. Ronald McNeill, Unionist M.P. for East Kent, who on the previous evening threw a book at Mr. Winston Churchill, apologised for the action, which he said was entirely reprehensible. He added that he regretted his extreme loss of temper.

Mr. Winston Churchill accepted the apology most cordially.

#### A SUGGESTION.

The Speaker intimated that he had a suggestion to make. There was instantly a dead hush, whereupon the Speaker said nobody desired a repetition of the events of the following evening. Mr. Asquith's proposal had evidently aroused very strong feeling, and he (the Speaker) humbly suggested that a little further time for reflection might lead to a solution acceptable to all sides. He would indicate the procedure in private consultation.

Mr. Asquith said he welcomed the spirit of the suggestion; and Mr. Bonar Law also concurred therein.

#### CABINET CONFERS.

It transpires that after meeting the Ministers in the House of Commons on Wednesday evening, Lord Knollys, Secretary to the King, conferred with Mr. Asquith at the Speaker's house, and afterwards a full Cabinet was summoned, but the meeting was ultimately postponed until to-day (Thursday).

Later.

The full Cabinet has considered last evening's scenes in the House of Commons.

#### NO REGRETS.

At a Conservative demonstration held in the Albert Hall, Mr. Bonar Law said he did not regret Wednesday's disturbance in the House of Commons, and did not intend to interfere to check it, and he never should interfere in similar circumstances. Had the resolution been carried, the House of Commons would have been destroyed, and the Opposition would have shared the responsibility.

## TELEGRAMS.

### THE POLITICAL CRISIS.

#### A POSSIBLE SOLUTION.

Reuter's (Service to the "Telegraph.")  
London, November 14.  
Upon the recommendation of the Speaker, who advised reflection with a view to finding a solution of the difficulty which will be more in accordance with precedent than Mr. Asquith's motion, and will not create a new precedent, the House of Commons has adjourned until Monday, Mr. Asquith stating that it was the particular wish of the Government to in no wise break the continuity of the traditions of the House.

The Opposition regard the course adopted as a great victory.

#### PANAMA CANAL.

#### THE SCALE OF TOLLS.

London, November 14.  
President Taft has issued a proclamation fixing the Panama Canal tolls.

Merchant ships carrying passengers and cargo will pay \$1.20 per net vessel ton, namely, for each hundred cubic feet of actual earning capacity; vessels in ballast and carrying no passengers or cargo will pay 40 per cent. less than the above toll; naval vessels other than transports, colliers and hospital supply ships will pay 50 cents per displacement ton; Army and Navy transports and colliers and hospital supply ships \$1.20 per net ton.

The report of the export, on which this proclamation is based, estimates that the growth of the traffic at the end of the first and in succeeding decades will permit a rate of dollar per ton and the revenue from this will permit of the ultimate amortisation of the investment.

#### LOCAL SPORT.

#### FOOTBALL: SECOND DIVISION.

St. Joseph's College and Hongkong Police met yesterday afternoon on the Causeway Bay Ground to decide their match in the third round of the above division League matches.

The College team secured another victory by winning by two goals to one. They opened the score in the first half and the score remained unaltered until the second half game when each team scored a goal.

Diocesan School and 83rd Co. R.G.A. should have been met yesterday on the Military Ground but the match did not come off owing to another game being played on the ground. This is the second time that a similar happening has occurred on this ground.

88th Co., R.G.A. and 87th Co., R.G.A. are to meet on the Military Ground to-morrow afternoon at 2.30 p.m. sharp. The referee is Sergeant Giddy.

The following is the League Table to date:—

| League Table.    |        |      |       |         |
|------------------|--------|------|-------|---------|
| Club.            | Played | Won. | Lost. | Points. |
| St. Joseph's     | 3      | 2    | 0     | 1       |
| Diocesan         | 2      | 2    | 0     | 4       |
| Hongkong Police  | 2      | 1    | 1     | 2       |
| 83rd Co., R.G.A. | 1      | 0    | 1     | 1       |
| Sub Marines      | 1      | 0    | 1     | 0       |
| 88th Co., R.G.A. | 1      | 0    | 1     | 0       |
| 87th Co., R.G.A. | 0      | 0    | 0     | 0       |
| V.R.O.           | 2      | 0    | 2     | 0       |

#### CRICKET.

The Kowloon A team are playing the Inniskilling Fusiliers to-morrow on the Kowloon Cricket Club grounds at 2.30 o'clock and the game will doubtless be a good one.

The Kowloon B team are playing the Chinese Y.M.C.A. on the Polo Ground to-morrow at the same hour.

## TELEGRAMS.

### THE WAR.

#### THE PORTE AND BULGARIA.

Reuter's (Service to the "Telegraph.")  
London, November 14.  
Reuter's Constantinople correspondent says that the report that the Porte is negotiating direct with Bulgaria for an armistice is confirmed. Nazim Pasha has been instructed to communicate with the Bulgarian Generals personally, and he is already en route to the Bulgarian headquarters.

Fighting at Chataldja has ceased for 48 hours.

#### STUBBORN FIGHTING.

While a message from Constantinople declares that fighting has ceased at Chataldja, where hitherto only unimportant outposts "encouragers" have taken place, Lieut. Wagner, of the Vienna "Reichspost," in a message on Wednesday, says that murderous fighting has now lasted for three days. The Turks were most stubborn, but their resistance was weakening.

#### EASIER FEELING.

The appeals of the Porte which is negotiating direct with the Powers in handling the mediation proposals, have created an easier feeling on the Continent on the subject of the Austro-Serbian difficulty. It is understood that Austria does not object to Montenegro and Serbia dividing Novi Bazar, and she hopes that Serbia will accept access to the Austrian port through Bosnia.

A message from Rieka states that the Austrian Minister has made representations to King Nicholas regarding the military action at San Giovanni and Medina, pointing out that both should be reserved as autonomous to Albania. King Nicholas declined to entertain the representations.

#### MONTENEGRO FIRM.

Later.

Reuter's correspondent at Rieka states that the Austro-Hungarian Minister has had an audience with the King of Montenegro and has protested against the Montenegrin operations against San Giovanni and Alessio, which places are reserved for an autonomous Albania.

The King emphatically declined to accept the protest. The Italian Minister subsequently made similar representations, to which the King replied that Italy was acting contrary to its national interests if she persisted in the demand. All Europe recognised that the territorial status quo was gone, and Italy's engagements towards Austria in regard to Albania had consequently lapsed.

#### PEACE PROSPECTS.

M. Poincaré, in a speech delivered at a banquet in Paris, said he was confident that the Balkan question would be finally arranged in a manner satisfactory to the Balkan States and the great Powers. It did not seem possible, that Mr. Asquith's appeal would be unheeded. With the good will of so many Powers sincerely directed to the preservation of peace, it was not to be doubted that it would be spared a war which would prove the most frightful in the history of Europe.

Later.

Reuter's correspondent at Sofia states that the representatives of the Powers have received instructions regarding mediation, and have met to consider the method of communicating with the Bulgarian Cabinet.

## TELEGRAMS.

### THE WAR.

#### TURKISH NAVAL SUCCESS.

Reuter's (Service to the "Telegraph.")  
London, November 14.  
Reuter's correspondent at Constantinople wires that the commander of the cruiser Hamidieh reports that his squadron at a range varying from 7,500 to 900 metres compelled the Bulgarians at Chataldja and at Dragon Bay, Deiramon, Tepeh and Djermohelik, to retreat behind the heights with heavy losses.

#### BULGARIA'S REPLY.

Later.

Reuter's correspondent at Sofia states that the Premier has replied to the Powers that he will submit Turkey's request for mediation to headquarters and to the Allies.

#### AN IMPORTANT REPORT.

A private report states that the Bulgarians have penetrated to the centre of the Chataldja lines and have occupied Hademkoui.

#### IMPERIAL GERMAN BANK.

London, November 14.

The Imperial Bank of Germany rate of discount is now 6 per cent, while the interest has advanced to 7 per cent.

## THE CHINESE REPUBLIC.

### THE MONGOLIAN QUESTION.

(From Chinese Sources.)

Shanghai, November 14.  
Some members of the State Council have questioned the Government as to how the latter view the Treaty concluded between Russia and Mongolia.

The Press Society in Peking has questioned President Yuan as to why he has maintained a weak attitude towards the action of the Russian Government in concluding a Treaty with Mongolia. In the opinion of the Press Society, President Yuan is no better than Manchu officials as far as diplomatic questions are concerned.

President Yuan has telegraphed to the Governors General of the various provinces Dr. Wu Tingfang, and Dr. Sun Yat-sen asking them to express their opinion how to deal with Mongolia.

Liang Si-yi, Minister of Foreign Affairs, has, in view of the affairs in Mongolia, resigned from his post and has left Peking for Tientsin. The business of the Ministry has been handed over to Ngan Wai-hing—"Shat Po."

Shanghai, November 14.

On the 13th inst., all the members of the Cabinet attended the meeting of the State Council in connection with the Treaty concluded between Russia and Mongolia.

It is their intention to press the Russian Government to cancel the Treaty and to seek arbitration by the foreign nations. Should this end in failure, hostilities will be begun against Russia.

#### MINISTERS RESIGN.

Sir Chun-tung Liang, Chinese Minister at Berlin, and Li Kwok-kit, Chinese Minister at Brussels, have both been allowed to resign. Their places have been temporarily taken by Wong Sing-chuen and Ng Yi-cheong respectively.

#### NEW FACTORIES.

The Ministry of Labour and Commerce has decided to establish a factory for the manufacture of woollen goods, and to establish spinning factories in the following places:—Kalgan, Shanghai and Nanking. "Sai Kai Kung Yik Po."

## TELEGRAMS.

### HOME RACING.

#### DERBY GOLD CUP.

Reuter's (Service to the "Telegraph.")  
London, November 14.  
The race for the Derby Gold Cup, run to-day at Derby over a distance of one mile six furlongs, resulted as follows:—

Aye Aye ..... 1.  
Wagstaff ..... 2.  
Marcolica ..... 3.  
Sixteen ran; won by a neck, a length separating second and third.

Papavero was the favourite at 6 to 1 against. The other betting was:—100 to 8 Aye Aye, 100 to 7 Wagstaff, 100 to 7 Marcolica.

#### SOUTH AFRICA.

#### REDUCTION OF GARRISON.

London, November 14.  
Colonel Seely, Minister for War, has announced the reduction of the South African garrison by two regiments of cavalry, one brigade of Horse Artillery, one of Field Artillery, one Field Troop of Royal Engineers and one Battalion of Infantry.

#### WATCHMEN AT LAW.

#### An Interesting Point Decided.

The question as to whether the acknowledgment of a debt within the statutory six years had to be in writing or not to prevent the claim being statute barred, was decided this morning in the Summary Court by the Paines Judge Mr. Justice Gompertz. The case was one in which Mohammed Tubhan, watchman at the Cosmopolitan Dock at Kowloon, sued Akloot Butt, watchman at the "South China Morning Post," to recover the sum of \$55, being as to \$14 meals supplied, passage money \$20 and two loans of \$10 and \$11 each.

Mr. Gardiner appeared for the plaintiff, and Mr. Mason, of Messrs. Wilkinson and Grist, defended.

Mr. Gardiner said that the previous bearing that the claim dated as far back as 1907 and in the ordinary way would be statute barred, but he hoped to prove that the defendant had made repeated promises of paying the money, within the last few months.

Mr. Gardiner also said that the defendant left Hongkong for India in 1907 and had been here ever since, until quite recently. When he returned to the Colony he was asked for the money and he promised to pay to the plaintiff and to two or three friends as well, who have tried to settle the matter.

Mr. Mason contended that to prevent the claim being statute barred, the promises to pay should be in writing.

On this contention the case was adjourned for his Lordship to give a decision. This morning his Lordship said that there was an old judgment given in the full court in 1892 in which it was held that the acknowledgment need not be in writing under six years. He was bound by that judgment and if the alleged promise was substantiated there would be judgment for the plaintiff. He understood that there were other grounds for the defence and he would give them a date.

#### Hongkong and Shanghai Bank.

At New Beekenhof the Hongkong and Shanghai Bank Rugby team were overwhelmed by Old Paulines, who very early in the game showed that they were in a winning vein. The Bankers never showed anything like promise, and in the end were beaten by 46 points to 8.

## TELEGRAMS.

### OBITUARY.

#### MRS. LEWIS WALLER.

Reuter's (Service to the "Telegraph.")  
London, November 14.  
The death is announced of Mrs. Lewis Waller, the famous actress.

#### HONGKONG & SHANGHAI BANK NATIONALITY.

The following letter appears in the "Times" of October 19.

Sir,—With reference to Mr. Birch Crisp's Chinese Loan and Sir Edward Grey's statement in Parliament yesterday, the Hongkong and Shanghai Bank has undoubtedly a British staff and management.

But there is no getting away from the fact that four of its ten directors are representatives of powerful German firms with tremendous German interests all over China, considerably greater than the total combined interests of the six firms represented by the other directors. At least one of these German firms has arranged a loan in recent times of upwards of a million sterling sterling with the Chinese Government direct.

The identity of these firms is well known and their operations are absolutely world-wide, as a reference to any Far East directory will show.

How, therefore, the Foreign Secretary can state that the greater part of their capital is "in British trade" really passes comprehension. The expression is at least a very loose one; can it be an unintentional (though true) reference to their participation in the British section of the six-Power loan?

One other little mis-statement regarding the corporation's capital being British, with the exception of a very small number of shares which are held abroad.

Judging by the powerful German interests on its board, by the attendance of other than British shareholders at its half-yearly meetings in Hongkong, and by the well-known fact that Germans and British alike have for years past looked upon shares in the L. and S. B. C. as the Consols of the Far East, and invested their savings in them, it is obvious, to say the least of it, that this statement is quite wrong.

Yours faithfully,

London, Oct. 18.

M. P. K. T.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

Mrs. Lewis Waller, the famous actress, is dead.

The Panama Canal tolls have been fixed by President Taft.

Murderous fighting is reported from Chataldja, where the Turkish resistance is weakening.

The Derby Cup has been won by Aye Aye; Papavero, the favourite, being unplaced.

Mr. John Redmond says he was intensely amused at the scenes in Parliament on Wednesday.

It is understood that Austria does not object to Serbia and Montenegro dividing Novi Bazar.

A full meeting of the Cabinet has not yet considered the scenes of rowdiness in the House of Commons.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

Colonel Seely, Minister of War, has announced details of the reduction of the South African garrison.

It is privately reported that the Bulgarians have penetrated to the centre of the Chataldja lines and occupied Hademkoui.

In the House of Commons, Mr. Ronald McNeill, Unionist M. P. for East Kent, apologised to Mr. Churchill for throwing a book at him.

A Turkish cruiser claims to have driven the Bulgarians at Chataldja and other spots to retire behind the heights with heavy losses.

The French Premier has expressed the opinion that the Balkan question will be arranged in a manner satisfactory to all parties.

Mr. Bonar Law has declared that he does not regret Wednesday's disturbance and would never interfere in similar circumstances.

The representatives of the Powers in Sofia have met to discuss the method of communicating mediation proposals to Bulgaria.

Austria and Italy have protested against the Montenegrin operations in San Giovanni and Alessio, but the King emphatically resists the protests.

On the resumption of the Commons after the disturbances, the Speaker suggested a further time for reflection would lead to solution; this was agreed to.

The Conservative papers generally support the action of the Opposition on Wednesday, saying they were goaded to extremes by the Government's abuse of power.

The Unionist leaders have decided not to allow proceedings to continue in the House unless the Government finds a constitutional way out of the difficulty.

#### LOCAL.

The United Services made a poor show in their cricket match against Shanghai to-day.

The s.s. Binh Thuan, from Sourabaya, reports encountering a typhoon on the run up.

The s.s. Danotter Castle, due on Monday, has a distinguished party of English tourists aboard.

It was contended in the Summary Court this morning that claims can be expressed in sterling if necessary.

The collection of funds for the creation of an assistant chaplain to St. John's Cathedral has met with success.

The question as to whether a verbal acknowledgment of a debt prevented it from being statute barred was decided in the Summary Court to-day.

A man named Powell, employed in the Naval Ordnance Depot, has been admitted to hospital because of injuries received through being knocked down by a motor car.

There was a fine show of army boxing at Murray Barracks last night. Of the eleven events seven were won by Inniskilling Fusiliers competitors and the remaining four by I.O.Y.L.I. men.



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**FINEST OLD SCHIEDAM**

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"HONGKONG

TELEGRAPH.

## Notices

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**RUTTERFIELD & SWIRE.**

Hongkong, 23rd September, 1911.

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A LA CARTE GRILL ROOM.  
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Hongkong, 20th April, 1911.

J. J. TAGGART,  
Manager. [25]

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Cuisine under the supervision of an Experienced FRENCH CHEF, and  
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moderate. First Class accommodation for Families and Tourists.  
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5 p.m. to 8 p.m. 9 p.m. to 11 p.m. Admission 50 cents.  
String Band will play at the above Hotel every Sunday, commencing from  
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**H. HAYNES,**  
Manager.

Hongkong, 1st Aug. 1912. [55]

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Hongkong, 1st Feb. 1912. [18]

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CELLULAR IN TENNIS, DAY,  
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Call and inspect this line. We grind  
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MANILA

OFFICES

78, ESCOLTA

OUR  
CONTEMPORARIES.

Daily Press.

**Chinese in Java.**  
It hardly needs to be said that  
in Java and Sumatra, as in the  
States of Malaya, the Chinese  
have contributed to a very im-  
portant extent toward the economic  
prosperity of the Islands. There  
are well over half a million  
Chinese in Netherlands-India,  
where they are mostly employed  
on the plantations in Java, the  
tobacco estates of the East  
Coast of Sumatra and in  
the tin mines of Banka and  
Billiton, while the practice of the  
landlordism everywhere in the Is-  
lands is mostly in the hands of  
the Chinese. In the circum-  
stances, the demand of the Chinese  
for an improved legal status in  
the Netherlands-Indies is entitled  
to consideration. Since the Rev-  
olution in China something of  
the new national feeling has been  
manifested by the Chinese popu-  
lation in Netherlands-India and the  
movement to obtain "full legal  
equality with Europeans"—the  
struggle has rather been to secure  
equal treatment with Japanese—  
appears to have strengthened and  
developed to such an extent as to  
dispose the Government to make  
concessions in this regard. The  
settlement of the question on the  
lines indicated in the telegram  
cannot but be to the advantage  
of the Dutch colonies which, like  
Hongkong, the Straits Settle-  
ments and the Malay States, are  
dependent so largely upon the  
patient persevering labour and  
enterprise of the Chinese for  
their economic progress and  
prosperity.

South China Morning Post.

Home Politics.

The defeat of the Government  
on a so-called "snap" division in  
the House of Commons has creat-  
ed a position of extraordinary in-  
terest. It has certainly relieved  
the dreary monotony of the pas-  
sage through the House, clause by  
clause, of the Home Rule Bill, and  
has roused the country to a sense  
of the unprecedented extent to  
which the Government is pre-  
pared to go in order to achieve  
its ends. The policy of Mr.  
Asquith in proposing a rescind-  
ing resolution is contemptible  
in the extreme. Had Contin-  
ental affairs been more settled,  
no other course than an ap-  
peal to the country would be  
tolerated. The Opposition leader  
put the position created by the  
Premier very neatly when he said:  
"The Government has a ma-  
jority if all its supporters attend;  
then why vote, why discuss, why  
have divisions?" Carrying this  
line of reasoning to its logical  
conclusion, Mr. Bonar Law  
might well have asked: Why  
have a Parliament at all? A  
general election decides which  
party is to be in power; the party  
need then only delegate one of its  
number to give effect to its  
wishes, his colleagues remaining  
at home instead of spending  
weary hours at Westminster.

China Mail.

**Turkish Improvements in Tripoli.**  
A great deal has been said,  
since the outbreak of the Italo-  
Turkish War, of the work effected  
by Italians in improving the so-  
cial and commercial conditions of  
Tripoli. But nobody has hitherto  
taken the trouble to tell that  
during the few months that  
preceded the declaration of  
war the Turks had done  
their best to promote the  
interests of that country. "It  
almost seems," says the editor of  
the Questions Diplomatiques et  
Coloniales (Paris), "that a con-  
spiracy of silence had been under-  
taken for the purpose of conceal-  
ing the meritorious efforts made  
by the Turks to improve the  
condition of the North African  
aborigines." We find stated in  
this journal the particulars of  
the work undertaken by Ibrahim-  
Pasha, the governor, the vil-  
ayet, or provinces, of Tripoli, in  
the middle of the year 1910,  
just before the war broke  
out. Turkey was a little late in  
discovering Tripoli's needs, for  
we read that before the inqum-  
bency of Ibrahim-Pasha the pro-  
vince was practically in a condi-  
tion of ruin and its people perish-  
ing for food and particularly for  
water. But the new Governor  
grasped the situation strongly and  
began to cultivate the good-will  
of the people by many long-ne-  
ed reforms.

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Hongkong, 11th November, 1912.

146

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MISS GLADYS PORTER.

Picture—WIPFLEN, THE TENOR

Song—"Don't worry your heart on

your sleeve."

MISS DELLIE CONNOR.

Picture—AN EXTREME

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Song—"When there isn't a girl's o' it."

MISS GLADYS PORTER.

Picture—HER LADYSHIP'S DOG

Song—"On the village Green"

MISS DELLIE CONNOR.

Picture—CHATEAU OF

TOURNAINE

Chateau-Color Art.

7.15 p.m. Pictures only, 7.15 p.m.



## GENERAL NEWS.

## Flying Exhibition in Peking.

M. Kouzminsky, the Russian aviator, effected a most successful flight in his Blériot monoplane on November 30. According to the "Peking Daily News," a large attendance of Chinese and foreigners witnessed the exhibition on the Russian Glacier. M. Kouzminsky was in the air for about fifteen minutes, during which he made three circuits, the first in the direction of the West City, the second more towards the Imperial City and the course of the third was over the Legation Quarter and the East City. The aviator, who displayed considerable mastery over his machine, was warmly congratulated, after his splendid exhibition.

## For Printing Counterfeit Notes.

News from Changchun state that the police have unearthed and raised a native printing office in that city, and captured hundreds of counterfeit notes and the necessary impediments for their printing and issue. It is feared, says the "China Critic," that thousands of these have been passed into circulation, being very well executed. The Yungsheng Provincial Bank, the Three Eastern Provinces Bank and the Kirin Provincial notes have all been extensively forged. The owner is the chairman of the Town Council and has been arrested with his manager and all the employees.

## Prince Arthur's Return.

Prince Arthur of Connaught, who represented the King at the funeral of the late Emperor of Japan, returned to London on 13th ult. He was accompanied by Field-Marshal Lord Methuen, Admiral Sir Edmund S. Poo, Mr. Miles Lampson, of the Foreign Office, and Captain Bonham, Esquerry. His Royal Highness was met at Victoria Station by Baron Kato, Japanese Ambassador, Mr. Koike, the Councillor of the Embassy, and the Japanese Naval and Military Attaches.

## A Big Break

Records are, of course, made only to be broken, and Mr. Stevenson's prowess will no doubt at once stimulate would-be exellers; but anyone desirous of beating his break of 1,016 will have a formidable task. The merit of the performance is especially apparent, says the "Globe," when one bears in mind that the previous best "all-round" break was 823, made by O. Dawson in 1907. Bigger breaks have been made by the use of the anchor, spot, and losing hazard strokes, but the first two strokes are now illegal, while the losing hazard is considered as coming within the category of frank billiards.

## Whites and Natives in South Africa.

Oape Town, October 14.—Addressing his constituents to-day at Smithfield, in the Orange Free State, as Minister of Native Affairs, and not, he said, as a representative of the Union Ministry as a whole, General Hertzog stated that he was strongly in favour of the separation of whites and natives, taking the Transkei as a model. Europeans would be forbidden to hold land in native territories, and the only whites allowed there would be those such as were required by the natives themselves. Natives, however, would not be excluded from the fields of labour. The Minister promised to place a completed scheme before Parliament.

## Double-Tracking the C. P. R.

The survey is completed for the double-tracking of the Canadian Pacific Railway between Calgary and the coast, and work will be begun at twelve points on the route within six months. The construction will be rushed as swiftly as possible, and there is a prospect that the line will be completed almost as soon as the Panama Canal is open to traffic. The second line will be approximately parallel to the present Canadian Pacific main line, but the grade through the Rockies will be one of the lowest on the continent, and will provide facilities for freight transportation westward that will out rival any line connecting the middle west with the Pacific seaboard. The double line will accommodate more than four times the present traffic to the coast. The cost of the undertaking is estimated at about \$20,000,000, the expenditure in some districts exceeding \$20,000 per mile.

## SERVICE MATTERS.

## Buff Officers.

Captain A. P. H. Truman, 1st Battalion "The Buffs," and Lieutenants B. E. Tuohy and G. F. Hamilton, of the same Battalion, have qualified in subject (c) for promotion to the next superior rank. In January next, Captain L. C. E. Knight, "The Buffs," will complete his extended period of five years in the adjutancy of the 5th (The Welsh of Kent) Battalion, and will revert to regimental duty in the usual course.

## Lieutenant Gipsy, R. N.

Lieutenant George Gipsy, who has been appointed first and gunnery officer of the cruiser Newcastle on recommissioning for further service with the China Squadron, has service of over sixteen years in the fleet. He joined as a cadet in July, 1896, was promoted sub-lieutenant in 1901, and lieutenant the following year. When a midshipman he belonged to the cruiser Orlando during the expedition, under Admiral Sir Edward H. Seymour to Peking, commanded a gun with much ability and coolness in an outlying and very dangerous position, and calmly awaited the advance of the enemy till his shells would tell, which they did effectively, dispersing them with loss (mentioned in despatches, Medal with clasp).

## Secrets of H. M. S. Iron Duke.

The main secrets of the construction of the Battleship Iron Duke, just launched at Portsmouth, have been jealously kept, says the "London and China Express." Apart from some general knowledge, very little is known concerning her. She is an improved King George V., which she follows in most features, but is heavier by nearly 3,000 tons, which would give her a displacement of over 25,000 tons. She will carry 10 of the latest 13.5-in. guns in her barbettes and turrets—two in each—and these will be arranged on the centre line of the ship, so that all 10 will be able to fire practically ahead, thus giving an all round fire on the broadsides and bows; and five will be able to fire astern. The turrets will be arranged so that the five can deliver their fire over each other in a sort of inverted echelon. The secondary armament will be all 6-in. quick-firers instead of the usual 4-in. gun. When completed, the Iron Duke will represent an expenditure of about \$2,000,000 sterling.

## Naval Discipline and Efficiency.

Lieut. Alfred Dewar, R. N., has been writing some very sensible and steady articles in a contemporary on the subject of naval discipline and discontent. As a matter of fact the swing of the pendulum in the direction of more humanitarianism in our naval disciplinary code can easily become too violent. The men on the lower deck have obtained many Press champions during the last few years, says the "Globe," and some things have been shown to be so bad that our hearts have been moved to run away with our heads unless proper care is taken to keep a correct perspective. The abolition of 10A, and the general revision of the summary code of naval punishments, have been in the main for the good; but we must remember that the Navy's discipline must remain unimpaired and effective even in these days of coddling. All that is callous or tyrannical from the naval code and customs should be ruthlessly cast out; but enough of manly, restraining, and deterrent effect must be left to the senior officers of the Navy to maintain a salutary and effective discipline in their ships. It is not fair to saddle them with the responsibility for the fighting and general efficiency of their ships, and, at the same time, rob them of the necessary methods of maintaining that discipline which contributes so largely to perfect work and harmony. The cranks or crooked agitators must not be indulged in concession to the extent that will make them the rulers of Navy and rob responsible persons of the chief means of maintaining discipline and creating efficiency. The demand for reforms has succeeded in removing the greatest of lower-deck grievances except the "pay grievance," which is on the point of being redressed; and we need not dance to the tune of some of the crazy pipers.

## TUBERCULOSIS.

## And its Cost to the Philippines.

Tuberculosis costs the Philippines P50,000,000 a year according to the most recent publication of the Philippine Islands anti-tuberculosis society. This is a booklet under the title of General Information about Tuberculosis. It contains hints about the prevention and cure of the dread disease and has two pages devoted to a discussion of the disease in the islands.

Among the facts pointed out are that tuberculosis kills more people in the islands than all other diseases combined. Twenty per cent of all the deaths there are caused by tuberculosis and that 400,000 of the 7,000,000 inhabitants are destined to die of tuberculosis, and that in the prime of life.

Expatriating on the economic cost of tuberculosis, the booklet says:

"Tuberculosis costs too much. It costs the people of the earth more than war and pestilence combined.

"An occasional war may decimate the manhood of nations, but the eternally renewed youth of nations builds strongly upon the glories of its war heroes; infrequently an epidemic of some dread disease may take a rapid toll of life only to be combated by a fear-driven people responding as one man to the first law of nature, immediate self-preservation. But tuberculosis has pursued its slow and inglorious way through centuries until it has become the greatest economic problem with which the human race has to deal, and it is now costing the Filipino people more than they can afford to pay if they would grow in power and strength. Let the Filipino people consider. It is a subject of profound importance.

"The cost of tuberculosis is fourfold. First: the cost in lives; second: the cost in consequences of contagion, which are shown in weakling offspring and general inefficiency or disability among thousands of men and women; third: the cost in unhappiness and; fourth: the cost in money which is computed on an estimate per capita value of human life. In a country like the Philippines whose population is about fourth of what it should be, the value of human life is inestimable, but a very moderate estimate, based upon a death-rate of 20,000 per year (one half of the generally

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## TO LET.

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One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 22nd May, 1912. [581]

TO LET LARGE substantially built, Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 18th Aug., 1912. [588]

OFFICES TO LET.—First Class central accommodation, light and airy, on First, Second and Third Floor, in new building being erected for Messrs. WHITEAWAY L. IDLAW & CO. LTD. Entrance from Des Vaux Road. Electric Lift to all floors. Electric Light throughout.

The plan can be seen and all particulars obtained at the Office of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor. Hongkong, 30th Sept., 1912. [708]

accepted figure) places the annual cost of tuberculosis to the Philippine people at P50,000,000. This is estimating the average value of each life lost at P2,500.00, this being determined upon the basis of an annual wealth-producing capacity, through a period of twenty-five years, of P100.00, a year for each individual.

"The logical conclusion is that the people could well afford to spend to reduce the death-rate five per cent. per annum with the ultimate hope of eradicating tuberculosis from the Philippine islands."

## A Missing Mate.

The captain of the British steam trawler Hoi Fung, which arrived at Nagasaki on the 5th inst. from Shanghai, reported the disappearance of the mate, J. Mollroy. The missing man joined the vessel at Shanghai, and on the following Monday evening was relieved from watch owing to illness; at 5.30 next morning his cabin was found to be empty and, as a search was fruitless, it was supposed that he had jumped into the sea.

## Notices

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## TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

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Dose: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered-trade-mark:

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CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar. COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-Franche). CALDERON, MARGARET & Co., Hongkong.

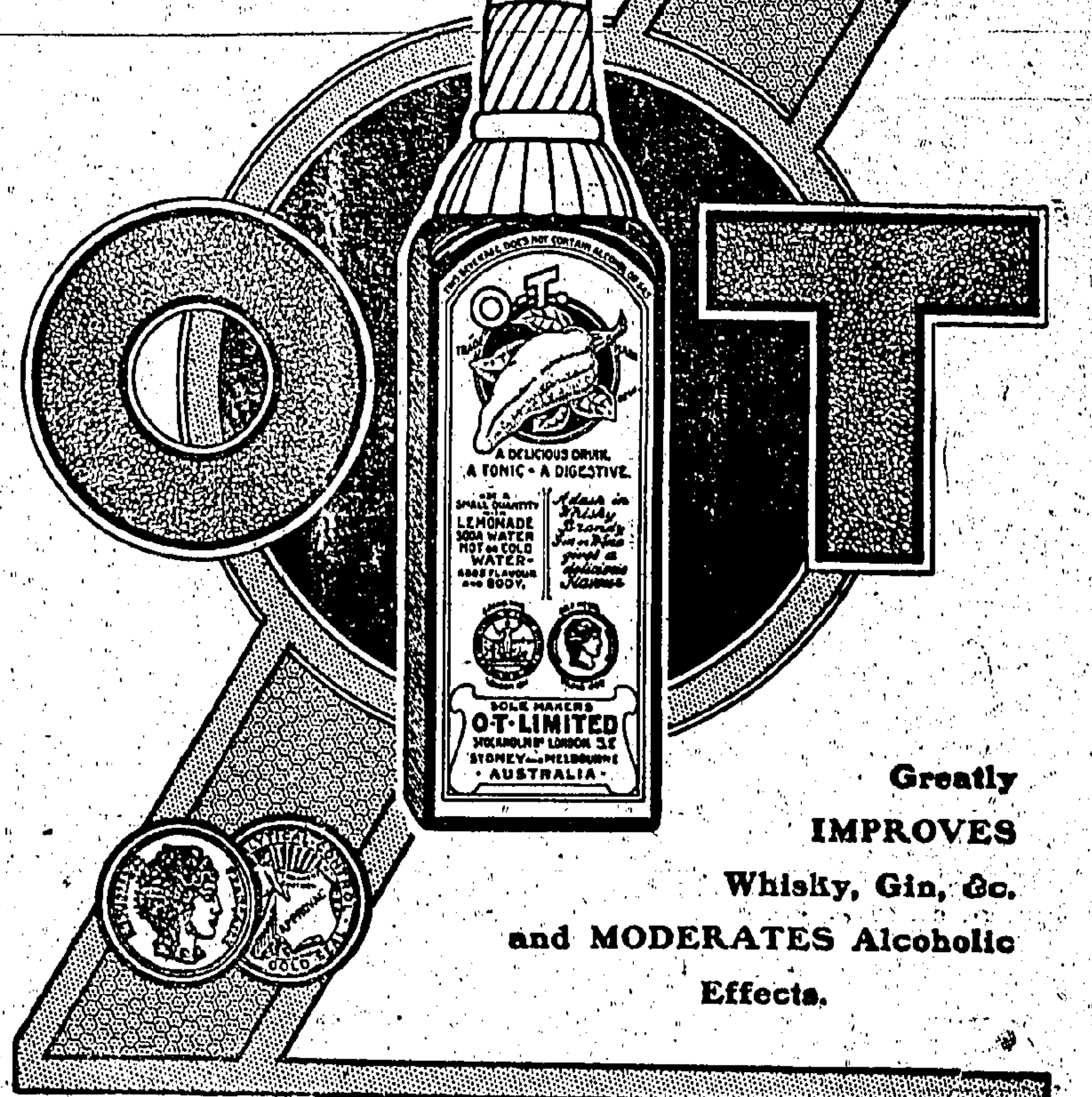
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Hongkong, 16th August, 1901 [8]

## THE FAMINE IN CHINA.

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PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer, H. C. GULLAND, Esq., Manager, International Banking Corporation, Shanghai. Hongkong, 24th January 1912 [17]

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## DEATH.

O'NEILL.—At 9 P.M. on the 13th inst., J. O'Neill, aged 34 years.  
Accidentally drowned at Canton. [245]The object of this paper is to publish correct information, to serve the truth  
and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition Western Union

The Hongkong Telegraph.

HONGKONG, FRIDAY, NOVEMBER 15, 1912.

## THE DIVORCE COMMISSION'S REPORT.

While no one who has the best interests of England and her Colonies at heart will wish to see divorce rendered more common by being made easier, all people who have a sense of justice will rejoice to find that this perhaps necessary evil is in a fair way to be procurable at least as readily by the poor as by the wealthy. If the recommendations of the Divorce Commission, published in Tuesday's "Telegraph," become law, England will at any rate cease to lie under the charge of having one rule for the rich and another for the poor where the dissolution of marriage is concerned. Hitherto the class that least needed the State's protection or intervention—the class that had money—has been the very one whom the law could at all times help. Dozens of instances at once occur to one, that would serve to illustrate the contention that if divorce is to be tolerated at all, it is to the poor, first and foremost, that the law should lend its aid. The man of wealth, whose wife's fidelity is open to question, can afford to place his children beyond the reach of her influence and example, and can live his own life almost as independently of her as though the Courts had separated them. The wife, too, with whom money is no serious consideration, who finds that her husband is a drunkard or worse, tragical though her lot is, can more readily avoid its harsher features than can the woman whom a narrow purse obliges to be at grimly close quarters with her trouble. And she—poor soul—can only with difficulty obtain even a judicial separation, by reason of her poverty, as the law stands.

It will be noticed that the Commission has added somewhat to the grounds for nullification and for divorce and, further, that it recommends the placing of the sexes on an equality so far as divorce reasons are concerned. Many may think that the grounds were already plentiful enough, for, apart even from the vast number of persons who regard marriage as a Sacrament, and therefore indissoluble, there is undeniably a large circle of thinkers who, from a purely sociological standpoint, regard divorce as an enemy to the world's well-being. To such folk the two or three just causes for nullifying marriage, which pre-Reformation Canon Law allowed, were all-sufficient. In theory it may be well enough to permit a person to re-marry (e.g.) after the seven years' disappearance of the other party to the contract, after three years' desertion, or on account of the habitual drunkenness of husband or wife; but, regarded from an every-day practical point of view, it cannot be denied that every increased facility for divorce is one added incentive to hastily-made or ill-assorted marriages. One has only to look at the America or the Japan of to-day for melancholy confirmation of this.

A further point of general interest in the recommendations is that relating to the press, and the judge's power to prevent publication of any divorce proceedings. Necessarily the well-worn controversy and weighing of considerations must arise again, as to (on the one hand) the indisputable restraining force that lies in man's dread of having his misdeeds figuring in the newspaper, and (on the other) of the incalculable harm that may be done to the rising generation by the publication of details that were best kept secret. In the long run the advocates of the restraining or deterrent theory must win. It is bad that man's sins should be handed from mouth to mouth, or thrust under people's noses in the daily paper; but it is infinitely worse that a certain portion of the community should be able to transgress all the laws of God and man, secure in the knowledge that their ill deeds will never be made public. It is quite easy for a certain censorship to be observed, where the publication of specific details is concerned; and no one would welcome this more readily than the better class of pressmen themselves. As it is, no decent-minded newspaper editor will allow a verbatim report of divorce-court revelations to appear. So long as the reporter confines himself to generalities, little harm can arise from publication of the main facts of the case; and we confidently look forward to the day when the law will deal sharply with that section of the press that goes further, and lays itself out to cater for the prurient-minded and the morbidly curious.

## DAY BY DAY.

Education invokes understanding as well as knowledge, spirit as well as mind.

## Volunteer Camp.

For the first time in their history, Hongkong Volunteers will utilise the railway in going into camp to-day. The camp is situated at Fun Ling, and the citizen soldiers are due to leave by the 5.10 train from Kowloon.

## Police Ball.

We are informed that the annual Police Ball is to be held at the City Hall towards the end of December. Chief Inspector Baker has been elected President, Constable Pattison secretary and Sergt. G. Watt treasurer. A strong working committee has also been appointed.

## Steamer Reports.

The s.s. Zafiro, from Manila, reports having experienced cloudy weather, strong winds and rough sea. The s.s. Seanghoon, from Rangoon, encountered N.E. winds with strong monsoon. The s.s. St. Patrick, from Shanghai, reports moderate N.E. winds, moderate sea, rainy weather.

## Practice Dance.

Yesterday, the first of the practice dances for the forthcoming St. Andrew's ball was held in the City Hall. The practice was well attended and many of those present were initiated into the mysteries of the Scotch dances through the good offices of Mr. R. Sutherland.

## Removal of Stone.

At the Police Court, this morning, Chang Chui was summoned to appear before Mr. E. A. Irving, for removing stone from the Crown fore-shore, on the west side of Chi Lu Kok island, on Oct. 26th, without permission from the Director of Public Works. Mr. Edwards, of the P.W.D., prosecuted, and Mr. Bowley, of Messrs. Denny and Bowley, defended. Defendant was fined \$50.

## Returning to China.

Captain F. A. Foster, who recently turned over command of the cruiser Talbot, which was in Hongkong recently, has been appointed to the Newcastle. He served as flag-lieutenant to Admiral Sir Edward Seymour throughout the Boxer rising of 1900, being specially mentioned in despatches for his services in the abortive first effort to relieve the Legations. The Prussian Royal Crown Order was conferred upon him by the Kaiser. Captain Powell's new commission will take him back to China.

## Human Hair Case.

The case in which the Che Cheong Firm, hair merchants of Des Voeux Road, are suing Hu Kwan Shun, comprador, of 17, Connaught Road, to recover the sum of \$5,377, alleged to be the balance of the price of goods sold and delivered, was continued this morning before the Chief Justice, Mr. W. Rees Davies, K.C. The plaintiff was again in the box this morning, under cross examination by Mr. F. C. Jenkin, who appeared for the defence, instructed by Mr. W. B. Hind. Mr. C. G. Alabaster, with whom is Mr. Eldon Potter, instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff.

## MOTOR CAR ACCIDENT.

A man named Powell, employed at the Ordnance Department, was knocked down by a motor car near the Belle Vue Hotel, Shaikwan, at about a quarter to one o'clock this morning. He was conveyed to the Military Hospital in another car and from there to the Government Civil Hospital by the Police. The car in which he was conveyed to the hospital was owned by the Dragon Cycle Co. It is stated that Powell stepped into the roadway and put up his hands as though he wished to stop the car, and was knocked down. It is also stated that the car that knocked him down continued its run without stopping.

## General Perrott, C.B.

Major-General Perrott, C.B., formerly in command of the troops in the Straits Settlements and now commanding the Royal Garrison Artillery at Gibraltar, has just returned to that fortress from a holiday at home. He performs the duties of Deputy-Governor of the fortress during Gen. Sir Archibald Hunter's absence in England.

## TO-DAY'S CRICKET.

Services Go Down Readily Before Shanghai.

There was a fair attendance when the match between Shanghai and the United Services was resumed to-day, with the Services score standing at 34 for one wicket. Play was very slow at the start and it was not until the fourth over was a run scored. Then Dempsey cut V.H. Lanning for four and Poole notched a single. Disaster followed Dempsey getting his leg in front of a straight one from Quayle and paying the penalty. The second wicket fell at 30; the retiring batsman, having 18. Crawford followed and was clean bowled by the second delivery he received. Hughes followed and Poole cut Lanning prettily for three, which he followed with another to the boundary off Quayle.

Hughes also failed to open his account. He was out, in attempting a straight drive, too glorious catch in the out field, Lamba running quite fifteen yards and taking the ball while going at top speed. The fourth wicket fell at 50.

## A Collapse.

The rot did not end here, for with only a single added, Bowen, who came next, played on and gave Lanning another victim. The bowling was good, but not quite good enough to explain such a collapse.

Poole, all the while, was playing with care and skill. To see four wickets go down for seventeen runs might have upset any man, but he was in no way dismayed and played the ball with much steadiness. His score was slightly helped by slack fielding which gave him twice a run from overthrows.

Quayle had found a deal of speed this morning and took much watching. Once Poole had luck when he chopped a ball from Quayle between his legs and the stumps. It went luckily to the boundary, but there was nothing lucky about a leg glance off Lanning which followed.

Paris was settling down nicely and drove both bowlers very finely to the boundary. The rot now appeared to have been stopped and, with 80 on the board, McEuen came on for Quayle.

The change in the bowling was to the liking of both batsmen and each helped himself to four to leg. Poole reached the 30 mark, after an hour's hitting to-day, which had yielded 26 of those runs. He opened his shoulders more now and the 100, and his individual 40, went up at the same time. The 100 had occupied just 85 minutes in all.

## Fast Scoring.

Short length balls were not numerous, but Paris, whose reach stood him in good stead, made good use of what came along. Scoring was now fast, most of the paying strokes being boundaries. And this cheerful hitting made the earlier failures more inexplicable.

Poole reached his 50 amidst applause by means of a straight drive for a single, and a boundary to leg, followed by a cut for two off Anderson, who had displaced Lanning, suggested a big score. The promise was not fulfilled; however, for he was out next ball to a smart catch by the wicket keeper. He had played steady cricket for 90 minutes and had 56 to his credit. He deserved all the applause he received on retiring.

Bagnall followed and, with characteristic impetuosity, immediately suggested that he was out for hitting. This was not the paying policy it proved on Monday (when he flogged tired bowling) for he was out lb.w. in trying to pull a straight ball from Anderson.

Chambers was the next comer and was all at sea to the first two deliveries. The third, and just off the over, he chopped luckily through the slips for a couple. He saw Paris get a brace to leg and was then easily taken by Lamba from a loft on-drive. White went to the crease and Paris, still undisturbed, pulled Anderson for two, the ball being stopped by A. E. Lanning just on the boundary, and a clever return by the same fielder saw a stroke, which usually would count four, result in a single.

Paris was still batting finely and at 12.30 had reached 40. He lost White at 140, however, from

a pretty catch by Ollerdesen, and with Christian unable to bat through a small bone in his finger being broken yesterday while stopping a hot return, the innings closed at 147, Paris being 41 not out. His had been a clever innings worth watching.

## Services Second Innings.

Quayle opened the bowling in the second innings of the Services after tiffin, Crawford driving him past mid-off for a single. Anderson operated at the other end and his first delivery went to the screen for four byes. Scoring was fairly brisk, and Paris, whose eye seemed still to be in, glanced Quayle to leg with delightful ease. He came near, however, to giving Anderson a nice return, the ball going just over the bowler's hand. Crawford cracked Anderson past point to the boundary and seemed in a fair way to atone for his two previous failures with the bat this week. This shot brought him to double figures.

V.H. Lanning displaced Anderson with the score at 20, but Crawford played him with every confidence and got the face of the bat nicely on the ball every time.

The pair seemed set for a long score when Paris, nibbling at a rising ball, was taken by Walker in the slips. The score was then 25. Poole took the retiring batsman's place and opened with a single. He lost Crawford without another run added. The ball came in quite a lot and the batsman found himself out to a ball which he made no effort to play. He had reached the unlucky number—13.

Dempsey opened by placing Lanning nicely through the slips for a four. He followed with a single, and Poole helped himself to three from a cut—all from one of Lanning's overs.

## Poole Retires.

Poole had a nasty smack on the hand from one of Quayle's deliveries and retired to the pavilion. Quayle was sending them up with rare speed and some of them rose dangerously. Williams took Poole's place and scoring was steady. The 50 was reached, after 42 minutes' play, without further loss.

Williams was immediately bowled by Quayle, and Dempsey, on being joined by Hughes, was caught behind the wickets by Quayle, who claimed his third victim. Dempsey had scored a useful 16.

Bowen joined Hughes, and drove Quayle straight for a couple and placed him past cover for a single. Hughes cut Lanning square to the boundary, and pulled him for four immediately after. The next ball he again cut hard to the boundary. There was nothing timorous or half-hearted about his work. Bowen, too, had a straight drive to the boundary. McEuen relieved Lanning, but the scoring was still brisk.

Hughes passed the 20 mark and Bowen reached double figures while Lanning again went on and Anderson relieved Quayle for a over only until McEuen changed over to the Naval Yard end. Bowen pulled the new comer for 4 and drove him to the off for 3. Hughes turned him to leg for 3 and brought up 100 and his own score to 30. Bowen on-drove to 4 and pulled him to the off for 3. Hughes was out at 117 for a hard-hit 35. The score at 3.30 was 117 for five wickets.

## Shanghai.

A. E. Lanning, o Dempsey, b White ... 1  
H. B. Ollerdesen, b Dempsey 47  
H. E. Muriel, o and b White 12  
R. N. Anderson, b Dempsey 24  
L. H. W. Crookwell, run out 97  
J. A. Quayle, b White ... 46  
V. H. Lanning, not out ... 88  
D. Walker, o White, b Paris 38  
D. R. McEuen, o Williams, b Dempsey ... 55  
P. Lamba, run out ... 1  
W. J. Haynes, o Crawford, b Dempsey ... 7  
Extras ... 32  
Total ... 446

## Bowling Analysis.

O. M. R. W.  
White ... 31 5 138 3  
Christian ... 13 2 31 0  
Dempsey ... 30 52 102 4  
Bagnall ... 9 1 32 0  
Paris ... 7 1 47 1  
Poole ... 7 1 20 0  
Bowen ... 8 0 46 0

## United Services.

Lieut. N. G. Williams, o A. E. Lanning, b McEuen ... 0  
Lance-Corpl. Dempsey, lb.w. b Quayle ... 18  
Capt. H. K. Hughes, K.O.Y.L.I., o Lamba, b Lanning ... 0  
Capt. Crawford, b Quayle ... 0  
Major Bowen, A.P.D., b V. H. Lanning ... 1  
E. R. A. Poole, R.N., c Haynes, b Anderson ... 56  
Lt. Chambers, R.N., c Lamba, b Anderson ... 2  
Lt. H. G. Bagnall, R.A., lb.w. b Anderson ... 0  
Lieut. Paris, R.A., not out ... 41  
Lt. A. G. White, o Ollerdesen, b McEuen ... 4  
Lt. Christian, R. G. A., did not bat  
Extras ... 25

## Total ... 147

## Bowling.

O. M. R. W.  
D. R. McEuen 13 2 14 2  
J. A. Quayle ... 13 5 24 2  
V. H. Lanning 14 6 38 2  
R. N. Anderson 4 0 18 3

## Services and Innings.

Capt. Crawford R.A., b Quayle 13  
Lt. Paris R.A., c Walker b Lanning ... 6  
E. R. A. Poole, R.N., retired hurt ... 6  
Lance-Corpl. Dempsey o Haynes, b. Quayle ... 16  
Lt. Williams, R.N., b Quayle 2  
Capt. H. K. Hughes, K.O.Y.L.I., o McEuen b Anderson ... 35  
Major Bowen, A.P.D. not out ... 21  
Lt. H. G. Bagnall, R.A., not out ... 0  
Extras ... 18

## Total for 5 wickets ... 117

## Shanghai Win.

The United Services were all out for 156.  
Shanghai win by an innings and 143 runs.

## THE ZAFIRO AGROUND.

## Captain's Ill-luck on First Trip.

A good deal of speculation was aroused and some excitement created when the police boarded the s.s. Zafiro, early to-day, from Manila, in search of opium. None was found, so we are informed by the agents, Messrs. Shawan, Tomes and Co.

It would appear that Captain Cross, who had hard luck on his first trip into Hongkong harbour as Master.

Between four and five o'clock this morning the ship struck on a rock near Waglan Light and remained on it for about a minute. Her engines were reversed, but when she slid off, she struck again somewhere about amidships.

A passenger from Manila says: "The shock of the first impact brought the ship up all standing, and the few passengers that there were on board hurried to the deck. The ship leaked slightly but there was no excitement of any kind."

One of the members of the Agents' firm this morning said:

"There is apparently no serious damage done, but the Zafiro will go into dry dock at once for examination."

## ST. JOHN'S CATHEDRAL

## Assistant Chaplaincy And Intended Improvements.

We learn that the self-imposed task of collecting sufficient funds for the engagement of an Assistant Chaplain to St. John's Cathedral, which was taken up by Sir Paul Chater at a meeting held recently, has progressed very satisfactorily. We are given to understand that at present something like nine thousand dollars have already been subscribed and that there are promises for another large amount subscribed by various firms conditional upon confirmation and approval of the head offices in London. The list contains the names of most of the principal residents of the colony.

As soon as the whole of the money promised has been obtained it is proposed to hold a meeting of the contributors who will, besides discussing the assistant chaplaincy scheme, go into the question of the beautification of the Cathedral which was foreshadowed in our columns some little time ago.

It is understood that the alterations in this respect include the removal of the baptistry to a position near the west door, the transformation of the present baptistry into a morning chapel, the erection of a veranda screen, and the ornate casing of the organ.

## "B'LONG SUBSTITUTE."

## Six Weeks for Theft from Hotel.

At the Police Court, this morning, before Mr. O. D. Melbourne, a man was charged with theft from the Royal George Hotel, Kowloon.

According to the evidence, the man had been engaged as a substitute servant for about fourteen days, but on account of his conduct he was dismissed on the 13th. About ten o'clock at night on that date the prisoner went to the hotel, and slept on the premises. During the early hours of the following morning he visited two or three rooms on the top floor of the hotel. He helped himself to a blanket and a bed sheet, valued at \$7, from one room, and from another room he stole thirteen articles of clothing, including an evening dress suit, white and black silk clothes, and a pair of boots, valued at \$86. About five o'clock in the morning the prisoner got clear away from the hotel but while going along Canton Road he was arrested by detectives from Water Police Station. Prisoner said he was given sixty cents to carry the articles to Yau-mat, and afterwards told the police that he got them in a house in Nathan Road. L. S. Wills instituted enquiries and the owners of the stolen articles were found. A number of the articles were claimed by Miss Ross Watling.

Prisoner was sent to goal for six weeks and ordered to be kept in the stocks for four hours.

## ATTEMPTED ROBBERY REPORTED.

The police report an alleged attempted armed robbery at Yau-mat. It is stated that yesterday morning early, two men went into the cubicle of a house in Reclamation Street, with intent to commit a robbery. A man and his wife who were sleeping in the cubicle were disturbed and the man is said to have tried to throw a blanket over one of the alleged robbers. The accomplice stabbed the man in the thumb and then both the intruders made off. A whistle was blown and some policemen in the neighbourhood arrested one of the men.

## HAIPHONG COAL.

## Charge of Illegal Possession.

At the Police Court, this afternoon Lo Kwong, master of the Wing Sang firm, 424, Queen's Road West, was charged with obtaining and having in his possession twelve tons of Haiphong coal well knowing the same to have been stolen. The complainant was Yeung Nin, the managing partner of the Wing Hing Loong firm, 145, Des Voeux Road Central, and he was represented by Mr. F. X. D'Almada, whilst Mr. C. Furebrother Mason, of Messrs. Wilkinson and Grist, appeared for the defendant.

Complainant said his firm was the only firm in the Colony dealing in Haiphong coal. It was coal that was practically used exclusively for glassblowing. On the 21st Oct. he received one hundred and twenty seven tons.

By Mr. Mason: He was sure there were no other dealers in this Colony in that particular kind of coal because he was the sole agent. He was first appointed to this monopoly on May 1st, this year. Before he was appointed sole agent there were two men in Hongkong who dealt in Haiphong coal. They did not deal in it now.

A witness said he was engaged by the complainant to take delivery of coal from Hanoi. He took 115 tons. That was all the coal he took on board and he anchored for the night at Yau-mat. He did not have a watchman on board. He had to deliver the coal at Canton. Complainant spoke to him of short delivery. He was paid freight \$52.

A salesman at defendant's firm, gave evidence for the defence and said a man came to him and offered him some coal in October. He asked permission to try the coal before buying. After examining the coal he bought 12.1 tons. He paid \$30 on the 26th October. This was for the coal in question.

The case had not concluded when we went to press.



## BOXING.

## Competition at Murray Barracks.

Undoubtedly the smartest and best laid out boxing-ring ever arranged in the Colony, was the one in which the contests were battled out at Murray Barracks, last night, when a boxing competition between the 1st Battalion King's Own Yorkshire Light Infantry and the 1st Battalion Royal Inniskilling Fusiliers, was held. The sides of the ring were draped with the national colours and the top rope was woven with red and white bunting, which rendered it particularly easy for the contestants to make their marks. Hundreds of chairs well filled with khaki-clad soldiers, set tier fashion, lined the ring, and the chairs nearest the ropes were filled with officers and civilian spectators. When the first round was commenced there were fully a thousand persons present.

Commander Beckwith, R.N. was the referee, and Capt. Loring, R.G.A., and Mr. H. J. Gudge, were the judges, whilst Capt. Mallinson officiated as timekeeper. Rain threatened thrice during the evening but kept off.

**Irvine v. Tunny.**  
Pte. Irvine, R.I.F. (134 lbs.) met Pte. Tunny, R.O.Y.L.I. (128 lbs.) in a three round bout. Irvine initiated negotiations with a straight left jab to the mouth. Tunny responded with a smashing right, both men eventually clinching, and hanging over the ropes. Irvine again opened an account with a hook to chin, Tunny returning the compliment with a rib-tickler with his right, while he followed up with some quick though ineffective body punches. Irvine brought his left into operation again but failing to follow it up, left himself open to a full right from Tunny, which brought him to the boards for seven seconds.

**Second Round:**—Irvine again set the clock going with a gentle reminder with his left to the ear. Both men then clinched, and a series of in-punches from both followed the break-away. Irvine fought strongly and got the better of the first part of the round. Tunny, however, came again and added to his points, Irvine going a bit groggy as the result of a right uppercut.

**Third Round:**—Tunny led a clever left at Irvine which just missed. Both men exchanged body punches before Irvine showed that he was weakening and commenced to strike blindly. Tunny was eventually declared the winner on points.

**Reid v. Smith.**  
Pte. Reid, R.I.F. (132 lbs) met Pte. Smith, C. Co. R.O.Y.L.I. (134 lbs) in a three round contest. Reid was the first to make shape, and troubled Smith with a right. Smith brought his left to work and sent one home that had pretensions to more than it effected. Reid, however, put one across Smith's chin that failed to please him, and followed this with a steady right. Like a shot Reid sent out his left, which found the point, and Smith came to the ground from which he never got up until the gong had sounded and Reid was declared the winner.

**Webb v. Lycett.**  
Pte. Webb, R.I.F. (144 lbs) met Pte. Lycett, R.O.Y.L.I. (146 lbs) in a three round contest. Webb opened by bringing the right and left into play in the first second, and then followed with a stinger to the jaw with his left. In the next second or two, Lycett went to his knees, and had hardly regained his feet when he was returned to the boards. A terrific right hook brought Lycett within a second of being counted out. Getting together again, Webb rushed his man into the right hand corner. Before the men got on terms again, Commander Beckwith cautioned the men as to fighting with open gloves adding "You, Lycett; your glove is open the whole of the time. The next time it will be a foul. It must be a clean hit from the break, and the knock-out must go back into his corner." (Cheers).

**Second Round:**—Webb was not long in forcing Lycett to the ground, with a fine right. Lycett seemed to rally, and put a telling left to Webb's chin, which he followed with a good right to the body. Webb only

(Continued on page 10)

## TURKISH AND CHINESE AFFAIRS.

## Interesting Views of a Turkish Subject.

A. T. Hashim, Effendi, from Palestine, in a exclusive interview with a representative of the Hongkong "Telegraph," said to-day:—

"With regard to affairs between Turkey and the opposing forces, the only thing that I dwell on is the inaccuracy of telegraphic correspondence and despatches.

"None of them are correct," Hashim Effendi continued, "and geographically they are all wrong.

For instance, when the war in the Balkans was declared on the 18th, the report came in that Chitalja had been taken, and that the bombardment of Adrianople was going on. According to despatches that I have read, Adrianople is supposed to be 25 kilometers from Constantinople, when as matter of fact it is 300 kilometers distant!

"Chitalja is 100 kilometres away, so it could not have been possible for the enemy to take either one of them."

When asked as to his opinion of the result of the war, Hashim Effendi said:—

"This is very serious question. I am exceedingly sorry to have seen matters turn out as they have, for the reason that the Young Party in Turkey have never been given a chance to enforce the Constitutional law, in other words, they have never been able to reform; and now to be saddled with another war cripples its growth.

"The war between Turkey and Italy is practically over," Hashim Effendi continued, "because Turkey had to come to some sort of an arrangement with Italy when the Balkan crisis broke out.

"Turkey has emerged honourably in the matter, so I understand. She will receive a substantial concession from Italy, that I believe will amount to £20,000,000, but of course I cannot state the exact amount."

When asked his opinion of Chinese affairs, Hashim Effendi answered:—

"I am sure that China will be a success as a Republic, but I should like to point out that before China can ever be really a power in the world, education must be promoted, and vigorously promoted."

"A series of schools, and enforced attendance at them is, to my mind, China's advancement."

"As a result," our informant continued, "the wonderful natural resources of the vast country will of a necessity be developed."

"I have been in Peking, Tientsin, Shanghai, Nanking, Hankow and other parts of China, and every where the lack of education, the crass ignorance of the people has struck me more forcibly than anything else."

"I have met several of the officials of the new Republican Government, and I have found them eager for the betterment of China and its prospects. A majority of them have been educated in the United States, and this proves my assertion,—that education—for her people must be China's primal move."

"Coming back to the question of Turkey's troubles, I can say that the war in the Tripolitan Province cost Italy dearly, and Turkey about nothing, for the reason that the Arabs, especially the Senoussi and Toureg Arabs, did most of the fighting, as they consider that part of Northern Africa to be their own, given by Allah Himself."

When asked about Abdul Hamid's late reign, Hashim Effendi said:

"If the Young Party in my country are given half a chance they will succeed in building up that which was destroyed during Abdul Hamid's tenure of power."

"Oh yes, he is back in Constantinople, and in one of the palaces on the Bosphorus,—which once I cannot tell you, as I do not exactly know."

"He is carefully watched, and has been, since his arrival from Salonika two or three weeks ago." Hashim Effendi leaves for Manila by the s.s. Zafiro on Tuesday next, and expresses himself much pleased with the courtesy that has been shown him in Hongkong.

## HONGKONG &amp; SHANGHAI BANK AS DEFENDANT.

Sir Haviland de Savamaré heard a case at Shanghai on the 7th inst., in which the Hongkong and Shanghai Bank was the defendant. Plaintiffs were Zih Yu-yue and Zih Tuck-whai, whose claim was as follows:—

1.—For an account to be taken of all transactions between the defendants and one Zih Li-kung, their comrade, in respect of which any claim is made of certain property of the Zih family deposited with the defendants as security for the said Zih Li-kung.

2.—An injunction restraining the said defendants from making further advances to the said Zih Li-kung or otherwise allowing him to become indebted to them on the security of the family property.

Mr. J. C. E. Douglas represented plaintiffs and Mr. Loftus E. P. Jones the defendants. Mr. Douglas explained that the matter was an old one between the members of the family. The father of the defendants was comrade of the bank and he left considerable property on his death which had never been divided. A large part of it had been deposited with the Hongkong Bank as security for the present comrade, Zih Li-kung, he being the eldest son of the late comrade. Mr. Douglas said he represented two sons and that others were prepared to join. Since the filing of the writ a suit had been filed by Mr. Jones in the Mixed Court against the other brothers, praying for what the present plaintiffs had been waiting a long time. What the plaintiffs said was that Zih Li-kung, who held a considerable amount of the disputed property at his disposal, had had his full share.

Mr. Jones submitted that the bank were not parties to any dispute in the family and he could see nothing to justify the claim against the bank. Neither could he see any ground for granting an injunction restraining the bank from advancing to their comrade or anyone else.

His Lordship said that a statement of claim was necessary and would order pleadings to be filed. Mr. Douglas asked for the present comrade's agreement. Mr. Jones answered that he was not entitled to it until the statement of claim was filed. His Lordship said that if it were a question of really defining the position of the family, the bank might see their way to give discovery, in which case they would improve their position as regards costs.

**PORTUGUESE HOUSING SCHEME.**  
The opposition which was raised at the first mention of the Portuguese housing scheme in Hongkong has now been largely removed. The originators have the matter in hand and material progress has been made with regard to getting things going on a proper working basis, and it is likely that in a very short time the scheme will be able to progress with the rapidity which it deserves.

## BEEF FOR THE TROOPS.

One Basket Stolen by Coolies. Two coolies were charged before Mr. C. D. Melbourne, at the Police Court, this morning, with stealing a quantity of beef at Yau-mai.

Inspector Cameron said that the men were engaged to carry the beef, which was in eight baskets, to the Inniskilling camp at Hung Hom, but they delivered only seven of the baskets, the other being found later, concealed some distance from the camp.

It was stated that one of the defendants had previously been banished, but this was denied. They were each sentenced to fourteen days' imprisonment, and four hours' strokes.

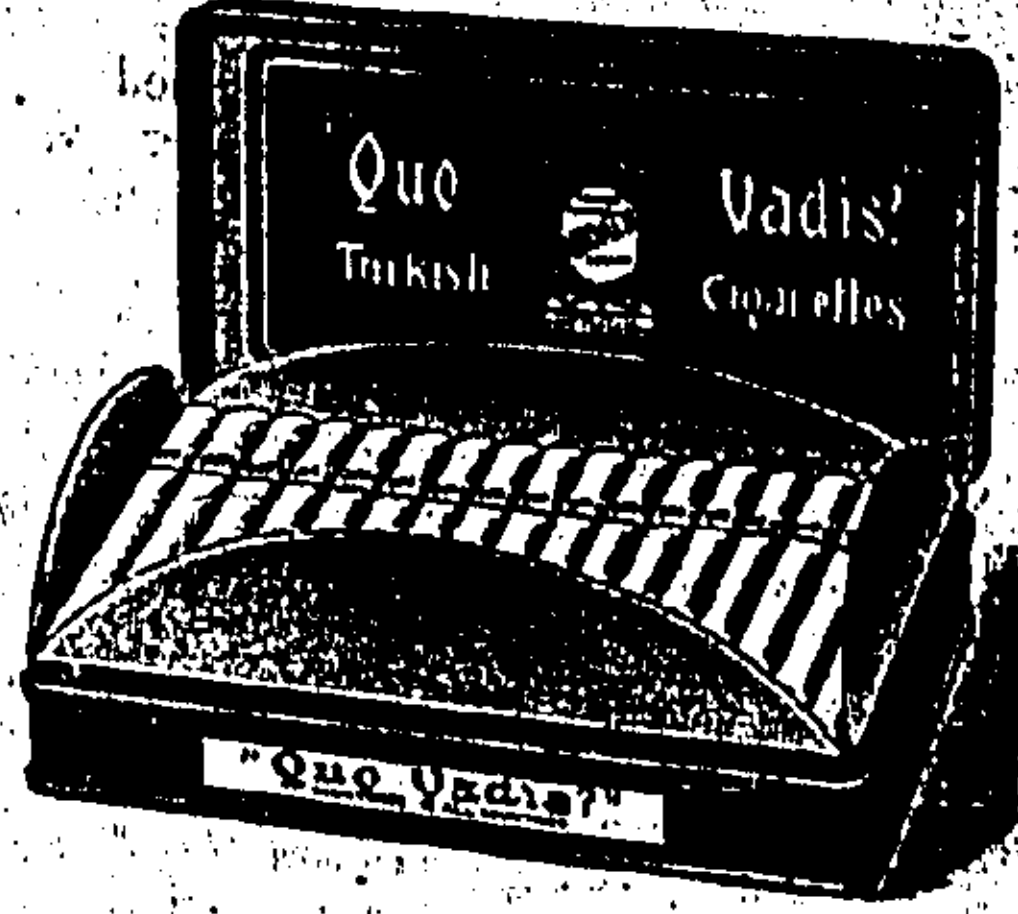
## OVERDUE VESSEL ARRIVES.

We learn that the s.s. Erviken, which has been some days overdue, has arrived in Swatow.

Some anxiety had been felt for the vessel, which left Hongkong for Swatow on Nov. 6 and should have made the voyage in four days. On Nov. 10 she had not arrived and there was no sign of her on the thirteenth, but this morning a cable was received in the colony to the effect that the Erviken had reached her port.

## QUO VADIS?

HIGHLY RECOMMENDED TURKISH LEAF CIGARETTES  
MANUFACTURED BY  
ARDATH TOBACCO CO., LD., LONDON.



Per Tin of 50: 5/- 5/6.

SOLD BY

KRUSE &amp; CO.

## STRUCK A TYPHOON.

The steamer Binh Thuan, which arrived in port to-day from Sourabaya, reports that fine weather was experienced from the port of departure to Cape Padaran, where a typhoon was encountered, lasting from 8 p.m. on the seventh to 6 a.m. on the following day. Considerable damage was done the vessel some of whose boats were swept overboard by the heavy seas running. The vessel touched at Camranh to repair and left again on the 8th, experiencing average monsoon weather for the remainder of the run.

## DOLLARS OR STERLING?

In the Summary Court this morning His Lordship the Puisen Judge discussed the point as to whether it was correct to sue in Hongkong Courts for money set out in a writ in sterling. The point arose in the case of James Gibson and Co. v. H. Ruttorjee where the amount claimed was stated as \$24 1/3.

Mr. Lewis, of Messrs Johnson-Stokes and Master, appeared for the plaintiff firm and Mr. Leo D'Almada Castro for the defendant.

Mr. D'Almada:—Will your Lordship allow that to stand over for a week? It will probably be settled?

Mr. Lewis:—I agree to that, if it is not settled, I shall have to give notice to admit facts.

His Lordship:—You are suing in sterling; is it not the proper way to put it in dollars?

Mr. Lewis replied in the negative and said that the contract was made in sterling.

His Lordship remarked that he would have thought that it would have been the better way to turn the amount into dollars and then amend.

Mr. Lewis replied that the amount was at rate of exchange at the time of payment.

His Lordship:—Can I give judgment in sterling?

Mr. D'Almada:—Yes.

The case was allowed to stand over.

## Today's Advertisement

## NOTICE.

NOTICE IS HEREBY GIVEN that the partnership heretofore subsisting between the undersigned Kate Kennedy and Jeanne Kennedy carrying on the business of a Dairyman and Livery Stable Keeper at Hongkong under the style or firm name of Kennedy's Horse Repository and Hongkong Dairy was on the 12th day of November 1912 dissolved by mutual consent so far as concerns the said Jeanne Kennedy who retires from the said firm, and that the said business will henceforth be carried on under the same style and firm name by the said Kate Kennedy. All debts due to or owing by this late firm will be received and paid by the undersigned Kate Kennedy.

Dated the 14th day of Nov. 1912.  
MRS. J. B. KINGHORN,  
KATE KENNEDY.

## To-day's Advertisements

## NOTICE.

THERE will be a Dance at the U. S. R. C. on SATURDAY 16th, at 9.15 p.m.  
Peak Tram 12.20.  
S. L. RALPH, Capt.  
Hon. Sec.  
Kowloon, 13th Nov., 1912. [844]

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship "PRINCESS ALICE,"

having arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

This steamer having obtained General Average, Consignees are informed that they will be required to sign an Average Bond. A contribution of 5% is to be paid.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st of Nov., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of Nov., at 9.30 a.m.

All claims must reach us before the 23rd of Nov., 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This steamer brings Cargo Ex s.s. "Traveller" from Zanzibar via Aden.

## NORDDEUTSCHER LLOYD, MELOERS &amp; CO., General Agents.

Hongkong, 14th Nov., 1912. [7]

## TOYO KISEN KAISHA.

## S.S. "SHINYO MARU."

FROM SAN FRANCISCO, via HONOLULU AND JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from along-side.

Cargo remaining undelivered on MONDAY, 18th Nov., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 22nd inst., afternoon, will be subject to rent on landing charges.

All claims must be filed on or before 29th inst., otherwise they will not be recognized.

S. MORIMOTO, Agent.  
Hongkong, 16th Nov., 1912. [18]

## DAIRY FARM NEWS.

## DAIRY FED PORK

Charles Lamb in his dissertation on the PIG, was the first to tell us how the Chinese love their pig—dead and roasted; but it is not for us! We know that pig, and SOME of the things he is fed on—but not all!

Ah; but this is DAIRY FARM PIG, a dainty little fellow, fed on the fat of the land, DAIRY FARM MILK and all the good things in pigdom.

Is there any difference in Pork? Well, for goodness sake, where do you live? Buy it, try it, eat it, then you will KNOW. Cooked to a turn—the Chinese know how—and the "crackling"—UM.

Don't wait for Christmas, you may be dead before that—and so may the pig!  
October 18, 1912.

## JAS. BUCHANAN &amp; CO'S. WHISKIES



RED SEAL

BLACK &amp; WHITE

TANDEM

PIEBALD

ROYAL HOUSEHOLD

SPECIAL LIQUEUR.

GARNER QUELCH &amp; CO.

## H. K. C. C.

COLOURS IN TIES, MUFLERS, AND COAT SWEATERS.

CRICKET SHIRTS, BELTS, ETC.

## LANE, CRAWFORD &amp; CO.

## THE CONNOISSEUR'S CHOICE

"BOAR'S HEAD" BRAND, GUINNESS' STOUT.

T. B. HALL &amp; CO.



The Most Popular Brand

Of Home Bottled Guinness'

Stout On The Market.

Price per 4 doz. Quarts, Duty Paid ... .. \$21.00

Price .. 8 doz. Pints, .. .. \$26.00

Price .. 100 Splits, .. .. \$18.00

SOLE AGENTS

GANDE, PRICE &amp; CO., LTD.,

Wine Merchants.

12, Queen's Road Central, Hongkong.

HONGKONG.

Hongkong 15th November 1912



## Shipping

## CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Sailings from Hongkong and St. John, M. B.

|                     |                |                              |
|---------------------|----------------|------------------------------|
| "E. of Japan" ..... | Satur. Nov. 16 | "E. of Britain" Fri. Dec. 13 |
| "Monteagle" .....   | Dec. 14        | "E. of Britain" .. Jan. 10   |
| "E. of India" ..... | Jan. 11        | "E. of Ireland" .. Feb. 7    |

All steamers leave Hongkong at 7 A.M.  
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. Craddock, General Traffic Agent,  
Corner Pedder Street and Praya (Opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATIONS.)  
Steamship On  
SINGAPORE & SOERABAYA...CHUNSONG...Saturday, 16th Nov., Noon.  
Kobe, Yokohama & MOJI...YATSHINGO...Saturday, 16th Nov., Noon.  
MANILA...LOONGSANG...Saturday, 16th Nov., 2 P.M.  
SHANGHAI & MOJI...NAMSANG...Monday, 18th Nov., Noon.  
SANDARAN...MAUSANG...Monday, 18th Nov., 4 P.M.  
TIENSIN...CHIPSING...Tuesday, 19th Nov., Noon.  
SINGAPORE, PENANG...HONGSANG...Tuesday, 19th Nov., Noon.  
SINGAPORE, PENANG...FOOKSANG...Saturday, 23rd Nov., Noon.  
MANILA...YUENSANG...Saturday, 23rd Nov., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).  
The steamers "Kobang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lamsang" and "Kamsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 18 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yantai, Port, Obi, Tientsin, Dairen, Weihaiwei, Fungtau & Newchwang.  
Taking Cargo on Through Bills of Lading to Kaitum, Lahad Datu, Singapore, Penang, Malacca, Jeddah and London.  
For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.  
Telephone No. 216. General Manager.

## THE ROYAL MAIL STEAM PACKET COMPANY "SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATIONS.)

| For                      | Steamship     | Date of Departure |
|--------------------------|---------------|-------------------|
| LONDON & ANTWERP         | PLINTSHIRE    | 26th Nov.         |
| SHANGHAI KOBÉ & YOKOHAMA | MONMOUTHSHIRE | 30th Nov.         |
| SHANGHAI KOBÉ & YOKOHAMA | PEMBROKESHIRE | 10th Dec.         |
| LONDON & ANTWERP         | DENBIGHSHIRE  | 26th Dec.         |
| LONDON & ANTWERP         | MONMOUTHSHIRE | 24th Jan.         |

\* Does not carry passengers.  
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS.

## HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 15th NOVEMBER.

10.00 p.m. "FATSAN." 5.00 p.m. "HONAM."

SATURDAY, 16th NOVEMBER.

8.00 a.m. "HONAM." 8.00 a.m. "HEUNGSHAN."

10.00 p.m. "HEUNGSHAN." 5.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest in the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fans in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 A.M. &amp; 2 P.M. from the Company's Wing Lok Street Wharf.

Sunday at 9 A.M. &amp; 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 17th NOVEMBER.

The Company's Steamship.

will depart from the Company's WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

The "Sui An" will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Monday, Wednesday, &amp; Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday, &amp; Saturday, at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 588 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday, and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can remain in Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are fitted throughout with electric light. Electric Fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MATHESON (FIRST FLOOR)

Opposite the Bank of China.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATIONS.

Destination Steamers and Displacement Sailing Dates.

|                                                                               |                                      |                                    |
|-------------------------------------------------------------------------------|--------------------------------------|------------------------------------|
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID | IVO MARU, Capt. Hirasaka, T. 12,500  | WEDNESDAY, 20th Nov., at Daylight. |
|                                                                               | HIRANO MARU, Capt. Fraser, T. 16,000 | WEDNESDAY, 4th Dec., at D'light.   |

|                                                                             |                                           |                              |
|-----------------------------------------------------------------------------|-------------------------------------------|------------------------------|
| VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, CHU, & YAMATO | INABA MARU, Capt. S. Tomimaga, T. 12,500  | TUESDAY, 19th Nov., at Noon. |
|                                                                             | SHIDZUKA MARU, Capt. T. Iizawa, T. 12,500 | TUESDAY, 3rd Dec., at Noon.  |

|                                                                        |                                         |                             |
|------------------------------------------------------------------------|-----------------------------------------|-----------------------------|
| SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE | NIKKO MARU, Capt. M. Yagi, T. 9,800     | FRIDAY, 22nd Nov., at Noon. |
|                                                                        | KUMANO MARU, Capt. M. Winkler, T. 9,800 | FRIDAY, 20th Dec., at Noon. |

|                             |                                            |                          |
|-----------------------------|--------------------------------------------|--------------------------|
| BOMBAY, SINGAPORE & COLOMBO | ISANUKI MARU, Capt. J. Teranaka, T. 12,500 | SATURDAY, 30th November. |
|-----------------------------|--------------------------------------------|--------------------------|

|                                          |                                  |                          |
|------------------------------------------|----------------------------------|--------------------------|
| CALCUTTA via SINGAPORE, PENANG & RANGOON | TOSA MARU, Capt. Sato, T. 12,500 | SATURDAY, 16th November. |
|------------------------------------------|----------------------------------|--------------------------|

|                 |                                          |                                 |
|-----------------|------------------------------------------|---------------------------------|
| KOBÉ & YOKOHAMA | KAMO MARU, Capt. F. L. Sommer, T. 16,000 | THURSDAY, 21st Nov., at 11 A.M. |
|                 | KUMANO MARU, Capt. M. Winkler, T. 9,800  | WEDNESDAY, 20th Nov., at Noon.  |

|                           |                                            |                        |
|---------------------------|--------------------------------------------|------------------------|
| SHANGHAI, KOBÉ & YOKOHAMA | COLOMBO MARU, Capt. S. Kawashima, T. 6,000 | MONDAY, 25th November. |
|---------------------------|--------------------------------------------|------------------------|

\* Cargo only.

\* Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

| Steamer.      | Tons displacement. | Leaving H.K.   |
|---------------|--------------------|----------------|
| Mishima Maru  | 16,000             | 29th January.  |
| Kaga Maru     | 12,500             | 12th February. |
| Atsuta Maru   | 16,000             | 26th February. |
| Hitachi Maru  | 13,000             | 12th March.    |
| Miyasaki Maru | 16,000             | 26th March.    |
| Kitano Maru   | 16,000             | 9th April.     |
| Iyo Maru      | 12,500             | 23rd April.    |
| Hirano Maru   | 16,000             | 7th May.       |
| Tango Maru    | 18,500             | 31st May.      |

FOR AMERICA.

|               |        |                |
|---------------|--------|----------------|
| Inaba Maru    | 12,500 | 11th February. |
| Shidzuka Maru | 12,500 | 25th February. |
| Tamba Maru    | 12,500 | 11th March.    |
| Awa Maru      | 12,500 | 25th March.    |
| Sado Maru     | 12,500 | 4th April.     |
| Yokohama Maru | 12,500 | 22nd April.    |
| Inaba Maru    | 12,500 | 6th May.       |
| Shidzuka Maru | 12,500 | 20th May.      |

(Subject to change without notice.)

T. KUSUMOTO, Manager.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To Sail. |
|-----|----------|----------|
|-----|----------|----------|

TSINGTAU, WEIHAIWEI &amp; TIENSIN "HUICHOW" ...16th Nov. 4 P.M.

SHANGHAI "LINAN" ...16th M'night.

MANILA, CEBU &amp; ILOILO "KAIFONG" ...19th 4 P.M.

SHANGHAI "NINGPO" ...21st Noon.

SHANGHAI "ANHUI" ...23rd M'night.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

S.S. MA'ILLA LINE—Two crew Steamers "Tsun" and "Taming."

saloon accommodation; amidships; electric fans fitted; extra state-rooms or deck aft. Saloon accommodation of a.s. "Kaifong" is situated on deck, aft. Electric Fans fitted.

S.S. SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Okama, Lian, Chien, etc.) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.

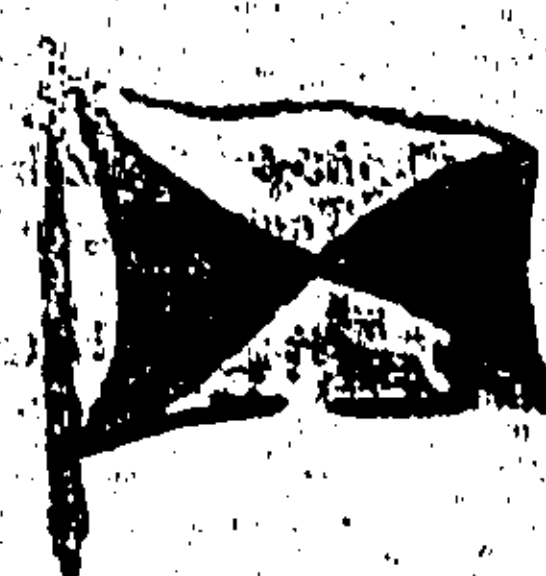
For Freight or Passage apply to BUTTERFIELD &amp; SWIRE.

Telephone No. 28.

Hongkong, 14th November, 1912.

## Shipping

## HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO



| Steamship. | Tons. | Captain.   | For                                 | Sailing Date.                |
|------------|-------|------------|-------------------------------------|------------------------------|
| ZAFIRO     | 4000  | F. E. Cro. | Manila, Manganilo, Iloilo and Cebu. | MONDAY, 18th Nov., 4 P.M.    |
| RUBI       | 4000  | J. Miller. | Manila, Manganilo, Iloilo and Cebu. | WEDNESDAY, 27th Nov., 4 P.M. |

For Freight or Passage apply to

SHEWAN TOMES &amp; CO.,

GENERAL MANAGERS

Hongkong 12th November, 1912

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## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

| Steamer   | For   | From     | Sailing Date  |
|-----------|-------|----------|---------------|
| Tibodas   | JAVA  | SHANGHAI | 1st half Nov. |
| Tijarcom  | JAPAN | JAVA     | 1st half Nov. |
| Tijmahi   | JAPAN | JAVA     | 2nd half Nov. |
| Tijiwong  | JAPAN | JAVA     | 2nd half Nov. |
| Tijmanock | JAPAN | JAVA     | 2nd half Nov. |
| Tijlatip  | JAVA  | JAPAN    | 1st half Dec. |
| Tijikini  | JAVA  | JAPAN    | 1st half Dec. |
| Tijpanas  | JAVA  | JAPAN    | 2nd half Dec. |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

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## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all ports in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

| Steamer            | Tons   | Captain       | Date of sailing  |
|--------------------|--------|---------------|------------------|
| S.S. "Shinyo Maru" | 21,000 | H. S. Smith   | Nov. 26th, Noon. |
| S.S. "Chiyō Maru"  | 11,000 | W. W. Greene  | Dec. 21st, Noon. |
| S.S. "Nippon Maru" | 21,000 | A. G. Stevens | Jan. 11th, Noon. |
| S.S. "Tenyo Maru"  | 21,000 | E. Bent       | Jan. 17th, Noon. |

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post office.

The steamer "Shinyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on TUESDAY, the 26th Nov., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA &amp; HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration).

| Steamer       | Tons   | Date of Sailing                  |
|---------------|--------|----------------------------------|
| Hongkong Maru | 11,000 | Tuesday, December 3, Noon.       |
| Kiyo Maru     | 17,500 | Saturday, February 1, Noon 1913. |
| Buyo Maru     | 10,500 | Thursday, April 3, Noon 1913.    |

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

(KING'S BUILDING Opposite Blake Pier)

## "THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

| MONGOLIA                                                      | MANCHURIA                 | KOREA                     | SIBERIA                   |
|---------------------------------------------------------------|---------------------------|---------------------------|---------------------------|
| 27,000 tons, twin screws.                                     | 27,000 tons, twin screws. | 18,000 tons, twin screws. | 18,000 tons, twin screws. |
| Also 11,000 tons, China, 12,000 tons, and Persia, 9,000 tons. |                           |                           |                           |

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honoluli (The Paradise of the Pacific). Through Service by New York to Europe.

SOME FEATURES OF SERVICE.

LIGHTS AND FANS Individual Electric Reading Light in each berth and Electric Fan in each stateroom under passenger's control.

SWIMMING TANK Is installed on deck for salt water plunge. Bathing suits on board.

BAND Filipino string Band Concerts each afternoon and evening and also during Tiffin and Dinner.

CUISINE The Cuisine is under the direct supervision of one of the world's most famous chefs.

GAMES AND AMUSEMENTS Deck Games, such as Quizzes, Shuffle Board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical instruments, Dances and Vaguerade Balls on deck are also arranged to while away the time.

WIRELESS AND SUBMARINE SIGNAL SERVICE The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.

BILGE KEELS Are fitted to the hulls to prevent rolling at sea, thus ensuring steadiness and constant comfort.

THE COST Is not more by this route with its unparalleled opportunities, than by any other route.

For a return ticket to London the cost is not more, including berth and meals across America, to San Francisco via Japan and Honolulu the cost is less. For the INTERMEDIATE SERVICE First Class accommodations are provided for £4 to London (return ticket £12) and to San Francisco £15.

SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: Korea, 18,000 Tons Starting, Nov. 20th, at 1 P.M.

Siberia, 18,000 " " Dec. 3rd, at 1 P.M.

Manchuria, 10,200 " " Dec. 10th, at 1 P.M.

Manchuria, 27,000 " " Dec. 17th, at 1 P.M.

Nila, 11,000 " " Dec. 31st, at 1 P.M.

Passengers holding through tickets have the privilege of traveling by train between Kobe and Yokohama, free of charge.

LET US PLAN AN ITINERARY FOR YOU

King's Building (Opp. Blake Pier). FRED J. HALTON, Telephone No. 141

Hongkong, 6th September, 1912. Agent.

Panama-Pacific International Exposition-San Francisco-1915.

## THOS. COOK &amp; SON, Tourist, Steamship and Forwarding Agents, Bankers, &amp;c.

Head Office for the Far East:—16, DES VOGES ROAD, HONGKONG

SHANGHAI: 2-8, FOOCHOW ROAD, YOKOHAMA: 82, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Other Offices:—LUBBOCK'S, LONDON, &amp;c.

## LOG BOOK.

An American View of American Shipping.

The condition of American overseas shipping would be amusing were it not so pathetic, says "The Public" (Chicago). Our exports to Brazil for the year ending June 30, 1911, amounted to \$26,431,857, of which English ships carried \$19,473,855 and American ships \$136—one hundred thirty-six dollars. We did better with Argentina, where \$577,954 was carried in American bottoms, and \$39,120,500 in British. Of our imports from Brazil for that year \$93,191,117 came to us in British ships, and \$820—six hundred and twenty dollars—came in American. How the British ship owners must smile when they see us raving over the Monroe doctrine!

Marine Underwriters' New Programme.

Important resolutions were unanimously passed by a large meeting of underwriters on 14th ult. having for their object an improvement in marine insurance business. The agreement provides, in the first place, that all policies on steamers must contain a clause limiting the amount effected on "disbursements" to 15 per cent. of the layman's point of the insured value. The chief interest in this clause from the layman's point of view is that it goes right to one of the roots of the so-called "over-insurance" which has figured so large during the past few years in British wreck inquiries. The second part of the programme relates to the values of shipping, insured against all risks and to rates of premium. It provides that there shall be (1) an aggregate increase of 15 per cent. in the total value of each fleet, such increase to be proportioned as may be agreed, or an aggregate increase of 10 per cent. in the values, and 5 per cent. in the rate of premium, or where the value is not increased at all, the premium is to be increased by 10 per cent. On the other hand, there is a provision that should the value be increased by more than 15 per cent. an equivalent reduction may be made in the premium. Finally, it is agreed that the underwriters shall not make any reduction in rates except in so far as the above provisions permit. The agreement is supported by the underwriters of all the leading British marine insurance companies and by a very large number of active underwriters at Lloyd's. The provisions at present apply to vessels other than liners, but not improbably there may be an extension of them later to regular liners.

Protecting Oil-fuel and Magazines.

It will be interesting to note just what kind of protection the Admiralty intend to provide for the new storage tanks they are building in every direction for oil-fuel. In the new works this protection can be arranged at first, and built up with the works themselves, whereas the old storage places will have to be protected by being adapted for a better kind of roof covering, their only present protection being the earthen banks which surround them and corrugated iron roofs, a few of those completed recently being covered in with roofs of ferro-concrete. Obviously, remarks the "Globe," this is not sufficient protection against bombs dropped from aircraft; for although air marksmanship



## Shipping

HAMBURG-AMERIKA  
LINIE.IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,  
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and  
Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

| OUTWARD.                                                                                                                                                                                                                                        | HOMEWARD.                                                                                                                                                                                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| For "Hanzhai, Kobe & Yokohama":<br>S.S. ALESIA ..... 18th Nov.<br>" SAMBIA ..... 8th Dec.<br>" ARMENIA ..... 17th Dec.<br>" ALTMARK ..... 27th Dec.<br>" SILESIA ..... 14th Jan.<br>" O.T.D. ALLERS ..... 26th Jan.<br>" SUBVIA ..... 10th Feb. | For Marseilles & Hamburg:<br>S.S. SCANDIA ..... 17th Nov.<br>For Bremen, Hamburg & Antwerp:<br>S.S. SITHONIA ..... 21st Nov.<br>For Bremen & Hamburg:<br>S.S. ARAGONIA ..... 23rd Nov.<br>For Havre, Rotterdam & Hamburg:<br>S.S. BAYERN ..... 2nd Dec. |

Hamburg-Amerika Linie,  
Hongkong Office. [12]BRITISH INDIA S. N.  
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
Kobe, Hongkong and Rangoon.

## EASTWARD.

The S.S. "LAWADA," 3,269 tons, Captain C. H. Lane, will be  
despatched for KOBE direct on the 16th November, at daylight, to be followed  
on the 21st November, by S.S. "WARDHA," taking Cargo and Passengers  
at current rates.For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LTD.,  
AGENTS. [147]  
Telephone No. 215,  
Hongkong, 14th November, 1912

## LOG BOOK.

## The First Time on Record.

For the first time on record a new battleship is to be laid down at Portsmouth within nine days of the launch of another battleship from the same ship. The first keel plate of the new vessel of an entirely novel design was to be laid by Lady Mearns last month. This was officially announced at Portsmouth a few nights previously and caused considerable surprise. It had been fully understood (says the "Express") that the shipway would be lengthened before the vessel was laid down, as she is to be longer than the Iron Duke, the last vessel built there, and that work would take at least two months. It is now evident, however, that the building of the ship and the extension of the slip will proceed simultaneously. Shipwrights will work on the new vessel day and night, and every effort is to be made to launch her in four months' time.

## Rates of Freight for Vessels on the Berth.

Per Conference Steamers, via Suez Canal, Oct. 18.—To Yokohama, Hyogo, and Nagasaki: cement, 15s. pig iron, 17s. 6d., weight 25s. to 35s., meat, 22s. 6d. to 47s. 6d. To Shanghai: cement, 20s. pig iron, 17s. 6d., weight 22s. 6d. to 37s. 6d., meat, 25s. to 40s. To Hankow: weight, 25s., meat, 50s. To Hongkong: cement, 15s. pig iron, 17s. 6d., weight 22s. 6d. to 37s. 3d., meat, 25s. to 27s. 6d. To China: yarns, 22s. 6d., Manchester and Yokohama Goods, light, 22s. 6d., heavy, 30s. To Singapore and Penang, Yarns 22s., Manchester and Berkshire Goods, light, 20s., heavy, 17s. 6d., cement, 15s., pig iron, weight, 15s. to 30s., meat, 17s. 6d. to 40s. The following are the current quotations, per steamship, for coal from Cardiff: To Hongkong: 16s. 0d. To Japan, 18s. 0d. To Java: 14s. 0d. To Macassar: 17s. 0d. To Manila: 18s. 6d. To Port Arthur: 18s. 0d. To Saigon: 13s. 0d. To Shanghai: 17s. 6d. To Singapore: 9s. 6d.

## The P. and O. Company's Fleet.

The P. and O. Company have taken over the new steamer Novara, which was on Nov. 2 to be dispatched from London on her maiden voyage in the company's direct intermediate passenger service to Japan. The Nellore and Nagoya are expected to be completed in the spring, and will bring the steamers of the Nile class to a total of eight. These vessels are of 7,000 tons register, with ample promenade deckspace, and have accommodation for about 100 passengers. Orders have been

placed the P. and O. Company for four additional steamers—two with Messrs. Cammell, Laird and Co., and two with Messrs. Caird and Co.—each of 9,000 tons register. These ships are designed chiefly for the Indian trade, and while they will possess a large amount of cargo space will have accommodation for about 150 passengers in the first and second saloons. They are to be named Kashgar, Kushnir, Khiva and Khyber respectively. Steamers finished, laid down, or projected by the company since the beginning of 1911 include, besides those above mentioned, the Medius, Maloja (each 13,000 tons), Manik (7,000 tons), Kaira-i-Hind (11,400 tons), and five ships (each 11,000 tons) for the P. and O. branch line to Australia. By the spring of 1914 there will have been added to the company's active fleet in the four preceding years 16 vessels aggregating upwards of 150,000 tons. It is announced, says the "L. and C. Express," that the steam yacht Vectis will not be immediately replaced, and that it is intended in the spring summer to dispatch the Mantua, 11,000 tons, on a series of cruises.

## To Prevent Collisions at Sea.

Electrical science has been advanced a step further by the invention of a sound-direction indicator for the prevention of collisions during a fog at sea. The invention is the work of William and Gerald Hodgkinson, two young electrical engineers, who for the past two years have been conducting experiments on Congleton Moss, Cheshire, and are at present demonstrating the practicability of their idea on the River Mersey. The invention has been installed on the steam lighter Franco, and to-day a number of prominent gentlemen interested in the work of the port, including Alfred Bigland, M. P., and Mr. Anderson of the dock board, gathered on board the lighter to witness the sound indicator in operation. Although the river was alive with craft, no hitch was experienced, every sound, whether from siren, voice or the rattle of machinery, was received and indicated by the sensitive instrument. The invention consists of a large drum nine feet in diameter, and is slung aloft, away from any possible interference from deck sounds, and is provided with sixteen receiving mouths, which receive all sound waves. At the base of the mouths are fixed contact breakers, which, while stable to ordinary mechanical vibration, are sensitive to general sound waves. Each of these receivers is responsible for sounds from a particular direction. These contact breakers are connected electrically to a relay

case, consisting of relays equivalent to the numbers of receivers, in turn being connected to a box having a circle of small electric lamps, to the same number as the receivers, which will indicate the direction of the sounds. When a sound strikes the contact breakers this disturbs the electrical circuit, thus operating the relays, and at the same time lights the lamps on the indicator. If the sound is near, then more than one lamp will become ignited, but as the units are standardized the direction of the sound wave is shown by a line dividing the sections operated. At distances over one mile only one lamp is lighted and the direction is shown in a clear manner. Should the sound wave come from the right of the ship, then the lamps on the right of the circle are illuminated; if to the left, then it is the lamps to the left; and if directly ahead, then the lamps pointing in that direction. With a passing vessel successive units are operated, thus clearly denoting the course upon which the ship is steering. The indicating apparatus can be fixed wherever convenient for the ship's officer, and the whole installation, besides being compact, is estimated to cost somewhere about £250.—*Express.*

## VESSELS TAKING CARGO.

## European Ports.

| Destination.                                   | Vessel's Name. | For Freight Apply To | To be Dispatched. |
|------------------------------------------------|----------------|----------------------|-------------------|
| London and Antwerp                             | Flintshire     | J. M. & Co.          | 20 November       |
| London via Usual Ports of Call                 | Assaye         | P. & O. Co.          | 23 November       |
| London and Antwerp via Singapore, &c.          | Noro           | P. & O. Co.          | 27 Nov., about    |
| Havre, Rotterdam and Hamburg, &c.              | Bayern         | H. A. L.             | 2 December        |
| Havre, Bremen and Hamburg, &c.                 | Somalia        | H. A. L.             | 17 November       |
| do do do                                       | Liberia        | H. A. L.             | 15 December       |
| Bremen, Hamburg and Antwerp, &c.               | Sithonia       | H. A. L.             | 21 November       |
| Marseilles, London, &c.                        | Iyo Maru       | N. Y. K.             | 20 November       |
| Marseilles and Hamburg, &c.                    | Segovia        | H. A. L.             | 18 December       |
| Cape Ports via Mauritius                       | Duneric        | Bank Line            | Begin. January    |
| Rotterdam and Hamburg, &c.                     | Aragonia       | H. A. L.             | 23 November       |
| Trieste via Singapore, Penang & Colombo, &c.   | Bohemia        | S. W. & Co.          | 19 November       |
| Trieste, Fiume, Venice via Singapore, &c.      | Nippon         | S. W. & Co.          | 3 Dec., about     |
| Naples, Genoa, Algiers, Gibraltar, Southampton | York           | M. & Co.             | 27 November       |

## New York, San Francisco and Canada.

|                                               |                  |              |                |
|-----------------------------------------------|------------------|--------------|----------------|
| Boston and New York via Suez Canal            | City of Baroda   | Bank Line    | 25 Nov., about |
| Baltimore and New York                        | Saint Patrick    | D. & Co.     | 16 Nov., about |
| Baltimore and New York via Suez Canal         | Indrakula        | J. M. & Co.  | 6 December     |
| New York                                      | Erroll           | D. & Co.     | 14 Dec., about |
| New York, via Suez Canal                      | Sandon Hall      | Bank Line    | 5 December     |
| San Francisco via Shanghai and Japan          | Siberia          | P. M. Co.    | 3 December     |
| do do do                                      | Shinyo Maru      | T. K. K.     | 20 November    |
| do do do                                      | Korea            | P. M. Co.    | 19 November    |
| Victoria, B.C., and Seattle via Shanghai, &c. | Inaba Maru       | N. Y. K.     | 19 November    |
| Vancouver                                     | Monteagle        | C. P. R. Co. | 14 December    |
| Vancouver, &c.                                | Lord Curzon      | Bank Line    | 20 November    |
| Vancouver via Shanghai and Japan, &c.         | Empress of Japan | C. P. R. Co. | 16 November    |
| Mexico, Peruvian and Chili via Japan          | Hongkong Maru    | T. K. K.     | 3 December     |

## Australia.

|                             |                 |             |             |
|-----------------------------|-----------------|-------------|-------------|
| Australian Ports            | Nikko Maru      | N. Y. K.    | 22 November |
| do do                       | Taiyuan         | B. & S.     | 28 November |
| Australian Ports via Manila | Prinz Sigismund | M. & Co.    | 30 November |
| do do do                    | Empire          | G. L. & Co. | 7 December  |

## Singapore, Coast Ports and Japan.

|                                         |               |             |                 |
|-----------------------------------------|---------------|-------------|-----------------|
| Batavia, Cheribon, Samarang, &c.        | Tjitaroom     | J. O. J. L. | Quick despatch  |
| Kudat and Sandakan                      | Borneo        | M. & Co.    | Middle November |
| Bombay via Singapore and Colombo        | Sanuki Maru   | N. Y. K.    | 30 November     |
| Singapore, Penang, Rangoon and Calcutta | Tosa Maru     | N. Y. K.    | 16 November     |
| Singapore and Sourabaya                 | Chansang      | J. M. & Co. | 16 November     |
| Sandakan                                | Mansang       | J. M. & Co. | 18 November     |
| Japan, &c.                              | Tjiliwong     | J. O. J. L. | Quick despatch  |
| Kobe and Yokohama                       | Alesia        | H. A. L.    | 19 November     |
| Nagasaki, Kobe and Yokohama             | Kamo Maru     | N. Y. K.    | 21 November     |
| Yokohama and Kobe via Shanghai          | Kumano Maru   | N. Y. K.    | 20 November     |
| Tientsin                                | Persin        | S. W. & Co. | 30 November     |
| Anping and Toka via Swatow and Amoy     | Chipshing     | J. M. & Co. | 18 November     |
| Kwang-chow-wang and Haiphong            | Huichow       | B. & S.     | 16 November     |
| Swatow                                  | Si-Kiang      | M. M. Co.   | 20 November     |
| Swatow, Amoy and Foochow                | Haiman        | D. L. & Co. | 17 November     |
| do do do                                | Haitan        | D. L. & Co. | 19 November     |
| do do do                                | Haiyang       | D. L. & Co. | 22 November     |
| Foochow via Swatow and Amoy             | Kaijo Maru    | O. S. K.    | 20 November     |
| Tamsui via Swatow and Amoy              | Daigi Maru    | O. S. K.    | 17 November     |
| Manila                                  | Loongsang     | J. M. & Co. | 16 November     |
| Manila, Cebu and Iloilo                 | Kaifong       | B. & S.     | 19 November     |
| Manila, Mangarin, Iloilo and Cebu       | Zafiro        | S. T. & Co. | 18 November     |
| do do do                                | Rubi          | S. T. & Co. | 27 November     |
| Shanghai and Kobe                       | Colombo Maru  | N. Y. K.    | 25 November     |
| Shanghai, Moji and Kobe                 | Wakasa Maru   | N. Y. K.    | 20 November     |
| Shanghai, Yokohama, Kobe and Moji       | Canton        | A. N. & Co. | 8 Dec., about   |
| Shanghai, Kobe and Moji                 | Namsang       | J. M. & Co. | 18 November     |
| Shanghai, Kobe and Yokohama             | Ernest Simons | M. M. Co.   | 18 November     |
| do do do                                | Monmouthshire | J. M. & Co. | 30 November     |
| do do do                                | Alesia        | H. A. L.    | 18 November     |
| Shanghai and Japan                      | Ceylon        | A. N. & Co. | 17 November     |
| Shanghai                                | Tjildjap      | J. O. J. L. | Quick despatch  |
| do do do                                | Tjibodas      | J. O. J. L. | Quick despatch  |
| do do do                                | Kwongsang     | J. M. & Co. | 17 November     |
| do do do                                | Devanha       | P. & O. Co. | 21 November     |
| do do do                                | Linan         | B. & S.     | 16 November     |

## To Sail

R.M.S. "DUNOITAR CASTLE."  
The above steamer of 5,687 tons register and classed "A. 1." at Lloyd's, having superior first class passenger accommodation, fitted with wireless telegraphy, electric fans in all state-rooms, and carrying first class passengers only, is due at Hongkong on the 18th instant, and will leave for Yokohama direct the following day. She will return here on THURSDAY, January 2nd and sail for Singapore, Penang, Rangoon, Calcutta, Madras, Colombo, Bombay, Suva (for Ceylon), Port Said, Messina and Marseilles on MONDAY, January 6th 1913.  
A number of vacant first class berths are available at moderate rates, and special accommodation can also be booked if required. For further particulars please apply to:—  
JARDINE, MATHESON & CO., LTD.,  
Agents.  
Hongkong 12th Nov. 1912. [844]

## Regular Steamship Service

With Liberty to call at the Malabar Coast.  
PROPOSED SAILING FROM HONGKONG.  
FOR NEW YORK.  
S.S. "SAINT" on or about 18th November.  
FOR NEW YORK.  
S.S. "ERBOLL" on or about 14th Dec.  
For Freight and further information, apply to  
DODWELL & CO. LTD.,  
Agents.  
Hongkong, 9th Nov. 1912. [768]

## To Sail

THE AMERICAN & MAN-  
CHURIAN LINE.

(Bucknall Steamship Lines, Ltd.)

## FOR NEW YORK via SUEZ

CANAL.

(With liberty to call at the Malabar Coast.)

## THE Steamship

## "SANDON HALL"

Captain O. Rowlands, will be despatched from this port on or about THURSDAY, 5th December.

For Freight and further particulars, apply to

## THE BANK LINE, LIMITED.

General Agents.

Hongkong, 4th Nov. 1912. [837]

## AMERICAN &amp; MANCHURIAN LINE.

(Bucknall Steamship Lines, Ltd.)

## FOR BOSTON AND NEW YORK

via SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

## THE Steamship

## "CITY OF BARODA"

Captain Houghton, will be despatched from this port on or about MONDAY, the 25th November.

For Freight and further particulars, apply to

## THE BANK LINE, LTD.

General Agents.

Hongkong, 14th Oct. 1912. [769]

MOVEMENTS OF  
STEAMERS.VESSELS ADVERTISED TO  
DEPART TO-MORROW.

| For          | Vessel         |
|--------------|----------------|
| Hollow,      | Mathilde.      |
| Japan,       | Yatsing.       |
| Straits,     | Chansang.      |
| Philippines, | Eleano.        |
| Philippines, | Loongsang.     |
| Macao,       | Sai Tai.       |
| Tientsin,    | Huichow.       |
| Shanghai,    | Lian-n.        |
| New York,    | St. Patrick.   |
| Kobe,        | Lawadi.        |
| Singapore,   | Tosa-maru.     |
| Vancouver,   | Emp. of Japan. |

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

| From       | Vessel   |
|------------|----------|
| Shanghai,  | Scandia. |
| Singapore, | Namsang. |
| Moji,      | Fuchang. |
| Singapore, | Scandia. |

## AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. China sailed from San Francisco for Hongkong via Honolulu, the Japan ports and Shanghai on Saturday, the 2nd inst.

The P. M. S. S. Co.'s s.s. Manchuria with the American Mail left San Francisco on Saturday, the 9th inst., for Hongkong via Honolulu the Japan ports and Shanghai.

The T. K. K. s.s. Chiyu Maru leaves San Francisco for Hongkong on the 16th inst., and is due here on the 16th prox.

The T. K. K. s.s. Nippon Maru left Yokohama for Hongkong on the 9th inst., and is expected to arrive at San Francisco on the 25th inst.

The T. K. K. s.s. Tongo Maru leaves Kobe for Yokohama and Yokohama on the 12th inst., and is due to arrive at the latter port on the 14th inst.

The P. M. S. S. Co.'s s.s. Sibera sailed for Hongkong via Manila from Yokohama on Wednesday, the 13th inst., between noon and 2 p.m. Her mails have been transferred to the s.s. Nikko Maru.

The P. M. S. S. Co.'s s.s. Nile arrived at San Francisco on Monday, the 11th inst.

The P. M. S. S. Co.'s s.s. Korea will sail from Hongkong for Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco at 1 p.m., on Wednesday, the 20th inst.

## CANADIAN MAIL.

The U. P. R. Co.'s s.s. Empress of India left Yokohama for Victoria and Vancouver, B.C., on Tuesday, the 5th inst., at noon.

The C. P. R. Co.'s s.s. Monticello left Vancouver, B.C., for Hongkong (via usual ports of call) on Thursday, the 7th inst., at noon.

## FRENCH MAIL.

The M. M. s.s. Paul Jent, with the outward French mail, will leave for Europe on the 19th inst., at 1 p.m.

## AUSTRALIAN MAIL.

The N. Y. K. s.s. Kure Maru left Australia, left Sydney for this port via ports on the 30th ult., and is expected here on the 13th inst.

The E. & A. s.s. Empire, from Sydney etc., left Port Darwin on the 11th inst., for Manila and Hongkong.

## MERCHANT STEAMERS.

The Barber Line s.s. Wray Castle sailed from New York on the 18th August, for Hongkong via the Straits.

The Bank Line s.s. Polaris sailed from New York on the American and Oriental Line service for Far Eastern ports via Suez Canal on the 5th ult.

The Mogul Line s.s. Lorat sailed from the United Kingdom on the 26th October for the Far East via the Straits.

The N. Y. K. s.s. Wakasa Maru Bombay Line, left Bombay for this port on the 1st inst., and is expected here on the 13th inst.

The I. O. S. N. Co.'s s.s. Namsang, from Singapore, is due at Hongkong on the 16th inst., and leaves for Shanghai and Japan on the 19th inst.

The I. O. S. N. Co.'s s.s. Fooksang, from Moji, is due at Hongkong on the 16th inst., and leaves for Straits and Calcutta on the 23rd inst.

The I. O. S. N. Co.'s s.s. Lalang, from Moji, is due at Hongkong on the 18th inst., and leaves for Straits and Calcutta on the 23rd inst.

The Shire Line s.s. Monmouthshire, from London is due at Hongkong on the 30th inst. She passed Canal on the 28th ult.

The Danish s.s. India is expected here on or about the 23rd inst.

The P. & O. S. N. Co.'s s.s. Sicilia left Singapore for this port on the 10th inst., at 5.30 p.m., and is due here on the 18th inst., at about 6 a.m.

The H. A. L. s.s. Scandia left Shanghai on the 13th inst., at noon, and may be expected here on or about the 16th inst., a.m.

The H. A. L. s.s. Alesia left Singapore on the 12th inst., a.m., and may be expected here on or about the 18th inst., a.m.

The R. V. F. s.s. Ekaterinodar left Colombo on the 11th inst., and is expected to arrive at Hongkong on the 25th inst., leaving most likely on the same day for Nagasaki and Vladivostok.

The T. K. K. s.s. Hongkong Maru left Moji for Hongkong on the 18th inst., and is expected here on the 19th inst.

The T. K. K. s.s. Nippon Maru arrived at Calcutta from Imphal on the 13th inst., and leaves again for India on the 15th inst., where she is due on the 24th inst.

The T. K. K. s.s. Bujo Maru arrived at Manzanilla from Honolulu on the 18th inst., and leaves for the 19th inst., for Salina Cruz.

The Swedish East Asiatic Co.'s s.s. Ceylon left Suez on the 24th ult., and is expected to arrive here on or about the 10th inst.

## VESSELS IN PORT.

## Steamers.

Choising, Br. s.s., 1,018, J. Bruhs, 10th Nov.—Sourabaya 3rd Nov., Sugar, B. & S.

Chun Sang, Br. s.s., 1,418, Matlock, 8th Nov.—Sourabaya, and Krakatau 29th Oct., Sugar, J. M. & Co.

Daigi Maru, Jap. s.s., 846, Y. Somekawa 18th Nov.—Tamsui 10th Nov., Gen.—O. S. K.

Germania, Ger. s.s., Cal. Topen, 14th Nov.—Sailor 7th Nov., Copra, S. & Co.

Hongmoh, Br. s.s., 2,555, Bainbridge, 18th Nov.—Singapore 7th Nov., Gen.—Joe Lee Sing.

Irish Maru, Jap. s.s., 6,189, S. Tominga, 10th Nov.—Shanghai 7th Nov., Flour, etc.—N. Y. K.

Korea, Am. s.s., 5,651, A. W. Nelson, 8th Nov.—San Francisco via Ports 12th Oct., Mail and Gen.—P. M. Co.

Kwangtshai, Chi. s.s., 1,586, Stewart, 14th Nov.—Canton 18th Nov., Gen.—O. M. S. N. Co.

Lao-tai, Br. s.s., 1,840, Page, 28th Oct.—Sailor 17th Oct., Gen.—Wo Fat Sing.

Long Sang, Br. s.s., 1,098, Leach, 12th Nov.—Sourabaya 9th Nov., Gen.—J. M. & Co.

Mathilde, Br. s.s., 311, G. Schlaikjer, 18th Nov.—Haiphong and Holbow 11th Nov., Rice and Gen.—I. & Co.

Mausang, Br. s.s., 1,844, Corrick, 11th Nov.—Sourabaya 4th Nov., Timber—J. M. & Co.

Pao ing, Br. s.s., 1,478, Barkus, 9th Nov.—Canton 8th Nov., Gen.—B. & S.

Patchaburi, Br. s.s., 1,872, O. Gorewala, 12th Nov.—Baitik Japan and Sourabaya 28th Oct., Sugar, etc.—J. C. P. & L.

Phraung, Ger. s.s., 1,741, C. C. Reher, 11th Nov.—Manila 7th Nov., Ballast—N. D. L.

Robilla, Br. T. transport, 4,300, 12th Nov.—Southampton.

Tjibodas, Dutch s.s., 2,958, Kruger, 14th Nov.—Java 5th Nov., Gen.—J. O. J. L.

Thor, Nor. s.s., 2,838, Carl Cornhill, 18th Nov.—Tamsui 18th Nov., 5th Oct., Flour—Urie.







## COMMERCIAL.

## Shanghai Bullion.

November 8, 1912.

|                        |                    |
|------------------------|--------------------|
| Bar Silver             | ... d. 20          |
| Mexican Dollars        | ...                |
| Market Rate: Tls. 74.3 |                    |
| Dragon Dollars         | ...                |
| Native Bank            | ...                |
| Rate                   | 74.25              |
| Copper Cash            | ... per Tls. 1.753 |
| Shanghai Gold          | ... 3.43           |
| Bar Silver             | ... Tls. 111.15    |
| Native Interest        | ...                |
| Sovereigns: Bk's       | ...                |
| Buying rate            | ... Tls. 6.93      |
| Commercial and Produce | ...                |
| Markets.               | ...                |

Oct. 18.

The Open market rate for short loans is 3½ to 4 per cent. and discount of four months' Bank bills 4½ to 5 per cent. The tone of the Silver market is fairly good, although prices have fluctuated rather widely, bars being now quoted 29 5-16d. per oz. The Rubber share market has been dull during the greater part of the week, but the leading shares have picked up towards the close, and the market now shows more strength. A Blue Book containing a review of the trade of India for the year ended March 31, 1912, shows that China, which usually holds the third place in the list, has dropped to the fourth place. Japan's trade has largely developed. Meetings have been held of the Sanyei Bunya (Sumatra) Rubber Company and the Sanyei Rubber (Negri Sembilan) Rubber Estate. China Tea at auction has met with rather more demand, and steady prices were realised. Coffee has been in slow demand, but previous rates were maintained. Sugar has shown some irregularity, and closes quiet and lower. Both Singapore Pepper and White Pepper have been dull and inactive. Rice is firmer, with rather more business doing. Manila Hemp maintains a firm tone, and good sales have taken place at an advance in prices. Plantation Rubber has been dull and lower, good average sheet being quoted at about 4s. 2d. per lb. Fine Hard Para is 4s. 6½d. per lb. Straits Tin is 2226 10s. to 2227 for cash, and 2225 15s. to 2226 5s. for three months.

## Japanese Peppermint Oil Industry.

The following particulars regarding the Japanese peppermint oil industry have been received from H.M. Commercial Attaché at Yokohama (Mr. E. F. Crowe):—Japanese peppermint is remarkable for the large proportion of menthol crystals it contains. The mentholised peppermint oil of Japan is disagreeable in taste and odour, and cannot compare with that of other countries, but owing to the large percentage of crystallisable menthol contained in the raw oil, the product is nevertheless a valuable one and the export considerable. The trade is remarkable for its fluctuations. The exports of menthol in 1911 amounted to 151,538 lbs., valued at £98,300, and of peppermint oil to 229,800 lbs., valued at £63,900. The total crop is a small one, and as the demand is not very large, it often happens that the farmers, tempted by the good prices obtained in the preceding year, rush to extend their acreage under this crop, with disastrous results. In 1911 the farmers realised very good prices for their peppermint leaves, and under ordinary circumstances it is certain that there would have been an excessive supply of peppermint planted this year, but owing to the high prices obtainable for rice, farmers as a general rule preferred to plant it instead of peppermint. The result is that, though this year's crop of the latter is larger than that of last year, the price has kept very high because the demand for menthol in Europe—for reasons unknown in Japan—seems to have increased. In the Odaishitaki, Okajoto and Bingo districts there are Peppermint Guilds, which examine the oil and give a certificate as to its weight and purity. As regards oil from the other districts, the refiner has to take his chance. When the oil has been demethylised in Yokohama or Kobe, as the case may be, the menthol and oil are put up separately in tins of 5 lbs. each, 12 tins to a case, and are ready for export. In Japan itself the consumption of menthol is not very large, roughly about 10,000 lbs.

Manchester's China Trade. Messrs. R. Hayworth and Co., Limited, write in their weekly market report:—The undercurrent of demand for Cloth remains healthy; sales have not been of an extensive character, but the amount of inquiry dealt with has been fairly large, and transactions reach a respectable total. Buyers are seeking to obtain some advantage from the lower rates of Cotton, but they find makers very firm, and it is almost impossible to obtain any modification in prices from those paid a fortnight ago, quotations generally being governed by demand, and the present strength of engagements, rather than the movements of the raw material. China buying has broadened, and grey and white staples, and dyed fabrics of a miscellaneous character, have been bought with more freedom than for some time past. Fancy goods, however, do not appear to have shared improved demand, and only odd sales have taken place. The volume of inquiry for India has not been very large, but the lighter makes are still in request, and Calcutta continues the most prominent outlet. The troubles in the Near East have practically brought business for those out to a standstill. Home trade demand is brisk, and a steady stream of orders comes from the Colonies.

Messrs. J. F. Hutton and Co., Limited, advise under date 17th ult.:—Liverpool cotton: mid-American, spot, to-day 6-04d., last week 6-26d.; do., current month, to-day 5-87d., last week 6-04d. F.G.F. Egyptian, spot, to-day 9-16d., last week 9-13-16d. New York cotton, spot, yesterday c. 10-75, last week c. 11-05. Li vpool stock (all kinds of cotton) 11th inst.—488,670 bales this year, 260,060, bales last year; visible supply (all kinds) 3,330,000 bales this year, 2,722,000 last year. As a large business continues to be done in textiles and yarns, it is significant that notwithstanding this, and the strength of manufacturers and spinners, some slight concessions have been made in both goods and yarns, and the weakness is being attributed more to the prospects of war in the Balkans. Should hostilities become general there, our market would feel it very severely, and the decline in values here might continue further.

## THE GREEK NAVY.

## Colombo Interview with an Officer.

A representative of The "Times of Ceylon," states that journal, had an interview on October 24 with Mr. J. R. Stapleton, of the Colombo Wireless Station, who was acting as Honorary Lieutenant on board the Greek battleship Georgios Averoff from the time of the Coronation in June, 1911, up to February this year, carrying out wireless experiments and erecting a station at Athens.

He told the interviewer that at the time of the Coronation Review at Spithead, in 1911, he was serving under Commander Demosinos, and, later, in Grecian waters, under Commodore Courdritous. During the time the British, French, and Greek cruisers and torpedo destroyers were blockading the Greek waters to prevent the Cretans from landing. The Greek fleet, he said, consists of 18 units (not counting the four recently purchased), the most important of which is the armoured cruiser "Georgios Averoff." She is quite a modern vessel and was only completed in Larnaca, in May, 1911, by her builders Fratelli Orlando. On her speed trials she attained 23 knots and is capable of developing a horse-power of 18,000, and displaces 9,680 tons of water. Her guns are all of British make, while her torpedo tubes are also of British construction. Her armament consists of four 9-2-inch guns, eight 7-5-inch guns, 18 twelve pounders, 10 smaller, and two maxim guns, and three submerged torpedo tubes. She is also equipped with all modern appliances, such as search-lights, hydraulic, and electric ammunition hoists, telephone exchange, etc., and fitted with a 10 Kilowatt Marconi wireless installation, the room of which is placed in the protected area of the armoured belt. This unit is the Greek's most formidable asset.

and by far the most important ship they have. They also possess three old French battle-ships, the "Esara," "Spetsas" and "Hydra." These ships are practically obsolete, but have lately had their armaments augmented, but they are slow and unwieldy in a heavy sea. Their largest guns are six 4-inch and they have no torpedo tubes of any consequence.

The Greek Torpedo Flotilla. Asked with regard to the Greek Torpedo Flotilla Mr. Stapleton said that that was the best branch of the whole fleet. He stated that prior to purchasing the four last ones from the Argentine Government Greece possessed eight destroyers, namely, four English, the "Spendone" (Spear), "Nafkara-tosa" (a warrior), "Loinko" (arrow), and "Alspiece" (shield); and four German torpedoes viz:—"Doxa" (Glory), "Thela" (Storm), "Neke" (Victory), and "Thelia."

"The condition of these boats," said Mr. Stapleton "is excellent; they are capable of making a speed of 30-knots an hour, and each of them carries two torpedo tubes, two 12 pounders and four smaller guns. They are all fitted with wireless apparatus, capable of working a distance of 150 miles."

In addition, Greece has four torpedo boats carrying two small guns and a small torpedo tube, but these are somewhat old and are too small to put to sea if the weather is at all rough. Two repair, one training, and one hospital ship complete the fleet.

"At the time I left the fleet in February last," remarked Mr. Stapleton, "the British Commission was reorganising it, under Rear-Admiral Lionel Tuffnel and a staff of about fifteen officers and men, and they were installing into the Greeks that knowledge and instruction that only British sailors can, and under which influence they were fast becoming a body of trained and disciplined men."

## Good Gunners.

The gunnery was quite good last November, and the torpedo firing was also very satisfactory, considering the short time the men had been in training. The officers and men of the lower deck are excellent fellows, quick to learn, but the petty officers are rather inclined to smoke and drink coffee while the lower men do the work, with the result that the sailors are rather intimidated by the petty officers who seem inclined to browbeat those under their control. The example, however, shown by the English petty officers aboard, has had a marked effect, and the whole fleet has gained much confidence and a desire to forge ahead.

"I feel sure," added Mr. Stapleton, "that the eagerness with which they have put to sea during the present crisis has been largely due to the courage, ambition, and confidence derived from the British Commission's work amongst them for the past 18 months."

## Notice

## PEAK TRAMWAYS CO. LIMITED.

## TIME TABLE.

| WEEK DAYS.                  |                                           |
|-----------------------------|-------------------------------------------|
| 7.00 a.m. to 8.00 a.m.      | Every 15 min.                             |
| 8.00 a.m. to 10.00 a.m.     | " 10 min.                                 |
| 10.00 a.m. to 11.00 a.m.    | " 15 min.                                 |
| 11.00 a.m. to 12.45 p.m.    | " 15 min.                                 |
| 12.45 p.m. to 1.15 p.m.     | " 10 min.                                 |
| 1.15 p.m. to 1.45 p.m.      | " 15 min.                                 |
| 1.45 p.m. to 2.15 p.m.      | " 10 min.                                 |
| 2.15 p.m. to 3.00 p.m.      | " 15 min.                                 |
| 3.00 p.m. to 8.10 p.m.      | " 10 min.                                 |
| NIGHT CARS.                 |                                           |
| 8.45 p.m. and 9 p.m.        | 3.45 p.m. to 11.30 p.m. every 15 minutes. |
| SUNDAYS.                    |                                           |
| 7.30 a.m.                   |                                           |
| 8.00 a.m. to 10.20 a.m.     | every 15 min.                             |
| 10.30 a.m. to 11.00 a.m.    | " 10 min.                                 |
| 11.45 a.m. to 12.00 noon    | " 15 min.                                 |
| 12.00 noon to 1.00 p.m.     | " 10 min.                                 |
| 1.00 p.m. to 5.00 p.m.      | " 15 min.                                 |
| 5.00 p.m. to 6.00 p.m.      | " 10 min.                                 |
| 6.00 p.m. to 7.00 p.m.      | " 15 min.                                 |
| 7.00 p.m. to 8.10 p.m.      | " 10 min.                                 |
| NIGHT CARS as on Week Days. |                                           |
| SATURDAYS.                  |                                           |
| Extra Car at 11.45 p.m.     |                                           |

## SPECIAL CARS.

Arrangement at the Company's Office, Alexander Buildings, Des Voeux Road. H. D. HUMPHREYS & SON, General Managers. Hongkong, 8th Nov. 1912.

## Banks

## INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York.  
London Office: 25, Abchurch Lane, E.C.

## BRANCHES.

|          |               |
|----------|---------------|
| Bombay   | Kobe          |
| Calcutta | Manila        |
| Canton   | Mexico        |
| Cebu     | Panama        |
| Hankow   | Peking        |
| Hongkong | San Francisco |
| Shanghai | Yokohama      |

Capital and Reserve: \$7,000,000 (Gold)

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

CREDIT is available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Mongkong, 1st Nov. 1912. [19]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORISED CAPITAL Yen 40,000,000

Paid-up CAPITAL " 30,000,000

RESERVE FUND " 17,500,000

Head Office: YOKOHAMA.

Branches: at Hongkong, Canton, Hankow, Shanghai, Peking, Tientsin, Yokohama, Kobe, Osaka, Lyons.

Agencies at: Nagasaki, Newchwang, Oka, Ryojin Port (Ar-hur), San Francisco, Shanghai, Tientsin, Tokyo.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [18]

## Notices

G. 5233 R.

## CITY AND HILL DISTRICT WATER WORKS.

IT IS HEREBY NOTIFIED that, in consequence of the threatened shortage of water during the present dry season, the services to houses in the Rider Main Districts will be disconnected from the mains as soon as public fountains, from which a supply of water can be obtained, have been erected in the streets. The erection of public fountains is about to be proceeded with, and the services to houses will be disconnected as the provision of such fountains proceeds.

(Sd.) W. CHATHAM, Water Authority.

Public Works Office, Hongkong, 30th Oct. 1912. [810]

G. 5233 R.

## CITY AND HILL DISTRICT WATER WORKS.

AS the rainfall during the current year has been much below the average and as the dry season has set in earlier than usual, the City and Hill District are threatened with a serious shortage of water. The co-operation of the public in preventing the waste or extravagant use of water and in exercising every possible economy in its use is invited.

(Sd.) W. CHATHAM, Water Authority.

Public Works Office, Hongkong, 30th Oct. 1912. [811]

G. 5233 R.

OVERSEER required in the Public Works Department for a few months only from the 1st December, prox.

Candidates must have a good knowledge of English, fitting and repairs. For particulars apply to the Engineer in Charge of Water Works, to whom all applications with copies of testimonials should be addressed not later than the 20th inst.

W. CHATHAM, Director of Public Works.

Public Works Office, Hongkong, 9th Nov. 1912. [848]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP: \$1,250,000.)

Loans on Mortgage of House Property &c.

Advances made on Merchandise.

Loans made on the Provident System.

Rates and Particulars on application.

For Office or TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & CO., General Managers.

Hongkong, 8th Nov. 1912. [19]

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital: \$10,000,000

RESERVE FUND: \$10,000,000

RESERVE LIABILITY OF PRO: \$10,000,000

COURT OF DIRECTORS: F. H. Armstrong, Esq., Chairman

S. H. Dodwell, Esq., Deputy Chairman

W. L. F. Fildes, Esq., Hon. Mr. G. H. Bow

G. S. Gubbay, Esq., H. A. Gies, Esq.

G. S. Gubbay, Esq., H. A. Gies, Esq.

CHIEF MANAGER: HONGKONG: N. J. STARR.

SHANGHAI: A. G. STEVENSON.

LONDON: BANKERS: LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG: LONDON COUNTY AND WESTMINSTER BANK LIMITED.

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HONGKONG: LONDON COUNTY AND WESTMINSTER BANK LIMITED.

Exchange

Selling. Buying.

T/T. .... 2/4 4 m/l L/C ..... 2/12

Demand ..... 2/11/16 4 m/l D/P ..... 2/11

0 3/4 ..... 2/4 6 m/l L/C ..... 2/11/16

60 3/4 ..... 2/11/16 30 d/l, Sydney & Melbourne ..... 2/11

1 m/l ..... 2/11/16 30 d/l, San Francisco & New York ..... 2/1



## BOXING.

(Continued from page 5).

smiled, however, and sent his left foot to the body which almost ended the encounter, the latter again being floored. Before the gong sounded time, Lyett was again on the ground.

Third Round.—This round was a short and sweet one, Webb getting in some terrific punches to the face and the body. Finally a right hook to the jaw sent his opponent staggering to the right hand corner, and a right uppercut ended the bout in the favour of Webb, Lyett going clean out.

Walsh v. Champlain.—Opl. Walsh, R.I.F. (144lbs) met Opl. Champlain, K.O.Y.L.I. (138 lbs) in a five round contest. The men had hardly come together before Champlain got home a right to the body which put Walsh out of gear. Walsh appeared to come to shortly afterwards, but Champlain found his jaw with a smashing right which brought him to his corner a beaten man. In the corner he remained until Champlain was declared the winner. The fight did not last the full round.

Murphy v. Worthington.—The contestants in this six-round match were Pte. Murphy, R.I.F. (140 lbs), and Pte. Worthington, K.O.Y.L.I. (140 lbs). Murphy introduced himself with an inconvenient left to Worthington's chin, to which the latter responded with a very weak left jab to the mouth. Both men fought cautiously. Worthington endeavoured to negotiate a right upper cut, but Murphy was too smart on his "understandings," and it went to the wind. Both men exchanged love-taps for a while, and then Murphy, firing of the kitchen-work, put a left to the jaw with disturbing force. Worthington tried one to the stomach which, had it landed, would have ended the fight.

Second Round.—Murphy led again with his left, which counted nicely. Worthington responded with a fierce right, and Murphy countered with a left to the ribs. Worthington was sent staggering over the ring from one of Murphy's hooks. A swinging right, from Murphy, completely stupefied Worthington, and as the gong sounded, Murphy landed both left and right to the body.

Third Round.—Murphy again did most of the leading and gave his opponent a warm time. Worthington's left was brought into operation before the men retired to their corners.

Fourth, Fifth and Sixth Rounds.—In these rounds Murphy punished his man severely and maintaining freshness, put an end to matters with a knock-out right.

Henderson v. Wilkes.—Pte. Henderson, R.I.F. (135 lbs), was defeated by Pte. Wilkes, K.O.Y.L.I. (140 lbs), in a three round contest. Henderson was the first to get busy with two left and right punches, which fell short. Wilkes, who had the advantage in reach, nicely measured his opponent's stomach, and Henderson felt that all was not well. Recovering from the effects with remarkable smartness, Henderson peppered Wilkes with annoying half-arm punches. Both men used their feet cleverly, and fighting was very pretty.

Second Round.—Henderson upset Wilkes with a good left, but the latter, getting down to his work, outpointed his opponent.

Third Round.—Both men commenced to fight with determination, but Wilkes had the best of matters throughout and secured the victory.

Graham v. Bates.—Pte. Graham, R.I.F., knocked Pte. Bates, A. Co. K. O. Y. L. I. (135 lbs) out in the second round of a three round contest.

Croghan v. Potter.—The fight of the night was certainly the bout between Opl. Croghan, R. I. F. (120 lbs) and Pte. Potter, K. O. Y. L. I. (126 lbs) in a six-round contest.

First Round.—Croghan was surprised in the first few seconds by the constant rushes of Potter. The latter, fighting Will-o-the-Wisp fashion, caused Croghan much trouble in trying to find him. He dallied too long, however, on one occasion, and Croghan brought home a right which called for the exercise of caution on the part of Potter. It was a thump that lasted and Potter was not the same throughout the round.

Second round.—Croghan was not to be caught napping, but made good use of his stiff left. Potter did little else but play to the gallery, and the round was decidedly in the favour of Croghan.

Third Round.—Potter again commenced some of his fancy work and left his stomach exposed very carelessly, but Croghan was a little too slow on his feet to bring about the change that would have enabled him to take advantage.

Fourth Round.—Croghan set his sledge-hammer right again in motion, and it was clear that, after the blow in the first round, Potter did not fancy coming within reach. Twice Croghan got smart rights home, and Potter countered with a weak left and right.

Fifth Round.—Potter commenced by leading Croghan a merry dance round the ring, and it was fortunate for him that Croghan's right swings did not land. At the conclusion of this round, Commander Beckwith said: "I will call on you to fight this round; it has been a question of sparring, the last three" (Cheers).

Sixth Round.—Potter commenced to fight Croghan, and both men dealt out hard punishment. A series of in-punches and exchanges followed a good right hook from Potter. When the bell sounded, the referee asked the men to fight another round, as judges were undecided.

Extra Round.—In the extra round, Potter put a left to Croghan's jaw that sent him dazed to his corner, and following this up with a smashing right, put an end to matters.

Morgan v. Mayall.—Lo. Morgan, R.I.F. (120 lbs) defeated Pte. Mayall, K.O.Y.L.I. (121 lbs) in the second round of a six-round contest. The fight was cleverly won. Morgan offered his chin to Mayall, who planted a weak left, leaving himself open to a knock-out right hook from Morgan.

Farrell v. Bates.—Pte. Farrell, R.I.F. (110 lbs) knocked out Pte. Bates, D. Co. K.O.Y.L.I. (118 lbs) in the first round of a three-round contest.

Ott v. Richards.—Lo. Ott, R.I.F. (150 lbs) in the second round of a six round contest was awarded the verdict on a foul by his opponent, Pte. Richards, K.O.Y.L.I. (147 lbs), the latter throwing Ott to the ground from a clinch.

Commander Beckwith announced that Pte. Leaming challenged any heavy weight in the Garrison at 12st.

## THE EURASIAN EDUCATION MOVEMENT.

The movement for the help and education of Eurasian children in India—those who are of British descent, yet have been, as all admit sadly neglected by the British Government and people—is now to receive a welcome aid from the Government of India. A beginning is to be made with the orphans and destitute children in Madras (which, like Calcutta, has a large Eurasian colony); a home is to be built where many of them will be maintained and educated, and the Government will give the site, building grants, and funds for the upkeep of the work, on condition that private subscriptions lead the way. The necessity of vigorous measures for raising the "domiciled community" to a position where it will command respect both from itself and from the native and European worlds outside it is now generally admitted, says the "Manchester Guardian" as it is also that the primary need of a community so poor and lacking in spirit and enterprise is the education and training of its children under better ideals than those under which the elder generation have grown up. A good deal of interest in this project has been shown in England, and more will doubtless result from the evidence which has been long expected, that the Indian Government thinks the time has come to grapple more vigorously with the problem.

Professor Skeat and the Malays.—The late Professor Skeat had conquered more provinces of learning than those who are familiar only with his linguistic work would have given him credit for. His book on a Malay tribe, for instance, is well known to anthropologists.

## POST OFFICE.

## MAILS VIA SIBERIA.

Left London Oct. 23.  
Oct. 27.

## MAILS DUE.

American, Nikko Maru, 10th inst.  
American, Chiyo Maru, 16th prox.

The s.s. Nikko Maru with the American Mail ex Siberia is expected to arrive here on Tuesday the 19th inst.

## MAILS CLOSE.

Hokow, Haiphong, Pakhoi and Saigon  
—Per Mailhide, 1st Nov., 8 a.m.

Shanghai and North China—Per  
—Per Langsang, 19th Nov., 10 a.m.

Straits and Sumbawa—Per Chun ang,  
16th Nov., 11 a.m.

Japan via Yokohama—Per Yatsushiro,  
16th Nov., 11 a.m.

Philippine Islands—Per Elcano, 16th  
Nov., noon.

Philippine Islands—Per Loongang,  
16th Nov., 1 p.m.

Macao—Per Sui Tai, 16th Nov., 1.15  
p.m.

Weihaiwei and Tientsin—Per Huichow,  
16th Nov., 3 p.m.

Shanghai and North China—Per  
Lianan, 16th Nov., 3 p.m.

Amoy—Per Seangchoon, 16th Nov.,  
5 p.m.

Saigon—Per Yi Loong, 16th Nov., 5  
p.m.

Swatow—Per Haiman, 17th Nov., 9  
a.m.

Swatow, Amoy, and Formosa via  
Tamsui—Per Daiyuan, 17th Nov., 9 a.m.

Shanghai and North China—Per  
Japan via Kobe—Per Nam-  
sang, 18th Nov., 11 a.m.

Macao—Per Sui Tai, 18th Nov., 1.15  
p.m.

Philippine Islands—Per Zafiro, 18th  
Nov., 3 p.m.

Sandakan—Per Mamsang, 18th Nov.,  
3 p.m.

Swatow, Amoy and Foochow—Per  
Haitan, 18th Nov., 10 a.m.

Shanghai, North China and Japan via  
Muji, Victoria and Seattle—  
Per Isaka-maru, 19th  
Nov., 10 a.m.

Tientsin—Per Chipping, 19th Nov.,  
10 a.m.

Saigon, Straits, Ceylon,  
Adelaide, Western Australia,  
India, Aden, Egypt and Euro-  
pe via Marseilles (Letters  
posted in all the Pillar Boxes  
in time for the first clearance  
will be included in this con-  
tract mail.) (Late Letter-  
11.00 a.m. to Noon. Extra  
Postage 10 cents).—Per Paul  
Leant, 19th Nov., 11 a.m.

Macao—Per Sui Tai, 19th Nov., 1.15  
p.m.

Philippine Islands—Per Kailang,  
19th Nov., 3 p.m.

Swatow—Per Haiman, 20th Nov., 10  
a.m.

Shanghai, North China, Japan  
via Nagasaki, Honolulu,  
Canada, United States  
and South America via San  
Francisco (Europe via Siberia).  
—Per Koror, 20th Nov.,  
noon.

Macao—Per Sui Tai, 20th Nov., 1.15  
p.m.

Shanghai and North China—Per  
Ningpo, 21st Nov., 3 p.m.

Amoy and Foochow—Per  
Halang, 22nd Nov., 10 a.m.

Straits, Burma, Ceylon, de-  
laid, Weena Australia, In-  
dia, Aden, Egypt, and Europe  
via Brindisi (Late Letters  
11 a.m. to noon. Extra  
Postage 10 cents.) (Supple-  
mentary mail on board up to  
the time fixed for departure  
of the mail (Extra Postage  
10 cents.) (Letters posted  
in all the Pillar Boxes in  
time for the first clearance  
will be included in this con-  
tract mail.)—Per Parcel  
Mail will be closed on Friday,  
the 23rd Nov., at 5 p.m.  
—Per Assaye, 23rd Nov., 11  
a.m.

Straits and India, via Calcutta—Per  
Fooksang, 23rd Nov., 11  
a.m.

Philippine Islands—Per Yuensang,  
23rd Nov., 1 p.m.

Shanghai and North China—Per  
Anhui, 23rd Nov., 5 p.m.

Burma, Ceylon, Adelaide,  
Western Australia, India,  
Aden, Egypt and Europe via  
Naples—Per York, 27th  
Nov., 9 a.m.

Komor, Yap, Ulai, Saipan, Truk,  
Ponape, Kusaie, Jalut,  
Naum, Bataui, and Australia  
via Sydney—Per Germania,  
29th Nov., 8 p.m.

Philippine Islands, Angaur, Yap,  
Friedrich Wilhelmshafen,  
Rabaul, Herbertshohe,  
Matupi, Antilla, Taemania,  
and New Zealand via Bris-  
bane—Per Prinz Sigismund,  
30th Nov., 8 a.m.

## SHIPPING NEWS.

## ARRIVED.

Princess Alice, Ger. s.s., 10, 31  
Frank 14th Nov.—Bremen  
2nd Oct. Mail and Gen.—  
M. & Co.

Marie, Ger. s.s., 1,169, Schalkin, 14th  
Nov.—Singapore and Hong-  
Kong—J. & Co.

Saint Patrick, Fr. s.s., 2,639, May,  
14th Nov.—Shanghai 11th  
Nov.—Gen.—D. & Co.

Seang Choon, Br. s.s., 3,715, Larkins,  
14th Nov.—Rangoon and  
ports 9th Nov.—Gen.—Seang  
Seng Tak Hong.

Binh Thuan, Fr. s.s., 734, D. Varais,  
15th Nov.—Sumbawa 1st  
Nov.—Sug.—B. & Co.

Zafiro, Am. s.s., 2,024, F. E.  
Cross, 15th Nov.—Manila  
12th Nov.—Sugar and Hemp.  
—S. T. & Co.

Haiman, Br. s.s., 541, J. W. Evans,  
15th Nov.—Swatow 14th  
Nov.—Gen.—D. L. & Co.

Hanoi, Fr. s.s., 739, G. Bonhier,  
15th Nov.—Haiphong via  
Pakhoi 14th Nov.—Gen.—A.  
B. Marty.

Koong Wai, Ger. s.s., 1,115, J.  
Kohler, 15th Nov.—Bangkok  
and Swatow 14th Nov., 1 p.m.  
—B. & S.

Shinyo Maru, Jap. s.s., 7,226, H. S.  
Smith, 15th Nov.—San  
Francisco 19th Oct., Mail  
and Gen.—T. K. K.

## CLEARANCES AT THE HARBOUR OFFICE.

Nov. 15.

Princess Alice, for Yokohama.  
Kwangshai, for Shanghai.  
Mathilde, for Haiphong.  
Haiching, for Foochow.  
Empress of Japan, for Vancouver.  
Lawada, for Kobe.  
Chipping, for Canton.

## DEPARTED.

Nov. 15.

Haiching, for Foochow.  
Baj b, for Canton.  
Chipping, for Canton.  
Lianan, for Canton.  
Huangshang, for Canton.  
Haischow, for Canton.  
Kiren-maru, for Yokohama.  
Kwangshai, for Shanghai.  
Prinz Alice, for Shanghai.  
Empress of Japan, for Vancouver.  
Lawada, for Kobe.

## PASSENGERS ARRIVED.

Per s.s. Seang Choon, arrived 1 p.m.  
15th, from Rangoon:—  
Rosa

Per s.s. Zafiro, arrived 15th inst.  
from Manila:—  
Aldat, J. Smith, M.  
Carmel, Papan, Jose  
Kwang, K. K. Pader, J.  
Hansoo

## PASSENGERS EXPECTED.

Per the R.M.S. Dunottar Castle due  
Hongkong, 18th inst.—Miss I. M.  
Allen, Graham Arkell Esq., Miss L.  
Arkel, Miss H. Arnold, S. Barrow  
Esq., J. P. Mrs. Barrow, Mrs. W.  
Rayner Feilby, Miss H. L. Bell,  
Patonson Esq., The Hon. Mrs.  
Albert Yvelton Bingham and maid  
Miss Grace Blandy, Mrs. Boardman,  
Mrs. John W. Bullwinkle, Mrs. Byron,  
Lt. Col. James Campbell, Mrs. Camp-  
bell, Miss Cartland, Mrs. O. Palmer  
Chapman, Miss Janet Chastham, Mr.  
Ogilvie Chastham, R. M. Clarke Esq.,  
John Collings Esq., O. B. Collings Esq.,  
Mrs. Collis, Capt. E. M. Conolly, Miss  
I. M. Cotton, Miss C. K. O'Connell,  
Dunlop Charles Cusby Esq., George De  
Davidson Esq., J. P. F. Esq., J. P.  
Doyle Esq., William Lande Esq.,  
Mrs. Echaleze, The Earl and Countess of  
Glenart, with maid and valet, Mr.  
Ewing, A. H. Fardon Esq., M. D.  
H. J. Fardon Esq., M. D. P. Esq.,  
F. H. Fardon Esq., Mrs. E. F. Fardon,  
Miss Marie-Louise Farman, Colonel  
H. R. Falden, Mrs. Fielden, The  
Hon. Geoffrey Fienes, the Hon.  
Lawrence Fienes, Mrs. Follis, B. F.  
Freeman Esq., Miss Golding and maid,  
Rev. J. H. Greaves, Major G. L.  
Grawthit, J. P. Mrs. Haldane, Miss  
Harcourt, The Earl of Hardwicke,  
The Countess of Hardwicke, Miss  
Irene Halby, Miss N. M. Inghis, Mrs.  
Jackson, Miss W. M. James, Mrs. D.  
Edgar Jones, Miss E. Kibbey, E. H.  
Lawn-Watson Esq., Mrs. Archibald  
Little, James Longley Esq., Miss  
Longley, Miss Lorimer, W. H. Hold-  
sworth Esq., Mrs. E. B. Esq.,  
McCart, Matthew McNeill Esq.,  
G. L. McNeill Esq., Miss Nora  
Mello, Capt. Marshall Morris, Mrs.  
Marshall Morris, Miss K. Neville, Miss  
R. Neville, H. Norbury Nuttall Esq.,  
Miss Nuttall, Miss Joan Oakley, Gen.  
Sir I. Oliphant, K.C.V.O., K.C.B.,  
For. E. A. O'Malley, Miss Palmer,  
Mrs. E. Patterson, Miss Dorothy Pittman,  
Mrs. Robert Ponsonby, Miss Reynolds,  
Mrs. Richardson, Miss M. Bickels,  
Walter Roberts Esq., Mrs. Royce, Miss  
H. O. Schmitt, Capt. H. S. Scott-  
Harden, Mrs. John Shaw, Miss J. E.  
Shaw, Miss M. H. Shaw, Miss E. E.  
Shore, Mrs. Wood Smith, Mrs. E.  
Sheila Sproule, Miss E. P. Stanton,  
Miss M. H. Steele, Mrs. Tew, Miss  
Tew, Mrs. Thompson, W. H. Fan-  
shaw Thorold Esq., Dr. Tun-tall, Mrs.  
Wyndham Tyndale, H. W. Vere Esq.,  
J. P. D. L. Miss V. Vere Esq.,  
Lady Westminster and maid, Dallas  
Water Esq., James Wilkie Esq., John  
Worsley, Mrs. E. F. York, John  
Yonah Esq., Mrs. Yonah, Miss  
Zeremon.

## WEATHER REPORT.

On the 15th at 11.25.—Pressure  
has increased moderately over the  
Yangtze Valley to the S. coast of China  
and Formosa, and slightly over Luzon.  
The anticyclone is now central to the  
north of the Yangtze Valley.

The depression which formed yester-  
day over central Japan has deepened  
and passed to the east of Hokkaido.  
The monsoon will probably be inter-  
rupted to the north of Foochow but will  
be fresh over the N. China Sea.

Hongkong Rainfall for the 24 hours  
ending at 10 a.m. to-day, 0.01 inches.

FORECAST FOR THE 24  
HOURS ENDING AT NOON  
TO-MORROW.

District. Forecast.

1 Hongkong and Neigh- N.E. winds,  
bourhood fresh; fair.

2 Formosa Channel N.E. gale.

3 South coast of N.E. winds,  
China between Hong- strong.

4 South coast of The same as  
China between H'kong and Hainan. No. 1.

CHINA COAST METEOROLOGICAL  
REGISTER.

15th November, a.m.

Station. Wind. Force. Direction. Humidity. Temperature. Barometer.

Wanchow 7a 29.26 — sw 3

Namur 6a 29.26 — sw 3

Shanghai 29.63 — WNW 5

Tokio 29.78 — NW 0

Kobe 30.03 — SW 1

Nagasaki 30.23 — S 2

Kishima 30.17 — NW 3

Oshima — — — —

Naha — — — —

Likiep — — — —

Bohai L. — — — —

Choofoo — — — —

Whampoa 30.41 29 — N 6 cu

Hankow 30.47 33 50 — 1 b

Tientsin 30.41 46 92 NW 3.0

Shanghai 30.46 35 80 — 1 c

Wuzhou 30.27 44 — 4 cv

Wuchang 30.32 63 — 2 c

Amoy 30.36 23 66 — 4 c

Swatow 30.32 62 67 — 1 c

Taihook 30.30 25 — 2 c

Shanghai 30.10 — — 2

Canton 30.08 — — 2

Yokohama 30.08 — — 10

Shanghai 30.11 — — 10

Amoy 30.23 65 58 NW 2 b

Hankow 30.17 67 72 — 2 c

V. Peak 7a — — — —

Yap Rock 30.11 — — 6 c

Wanchow 30.13 66 — NW 1 c

Wuchow 30.27 66 64 — 2 c

Hokow — — — —

Pakhoi — — — —

Chungking 30.13 68 — NW 3.0

Yunnan 30.04 73 — S 4 c

C. St. J. 23.93 73 — 0 c

Yapri 23.99 — — NW 4 p

Manila 20.93 — — NW 1 b

Legaspi 29.90 — — 0 b

Bacolod 9a — — — —

Bolele — — — —

Cebu 29.89 83 — —

Luzon — — — —

T. F. CLAXTON, Director.

Hongkong, Observatory, Nov. 15.

1 Barometer, reduced to 32 degrees

Fahrenheit on the level of the sea in

inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in

degrees Fahrenheit.

3 Humidity, in percentage of saturation

in the humidity of air saturated

with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to

Beaufort Scale.

6 State of Weather, b blue sky, c

detached cloud, d drizzling rain, f fog,

g gloomy, h hail, i lightning, o over-  
cast, p passing showers, q squally,  
r rain, s snow, t thunder, v visibility, w  
low (wet).

0 Rain in inches, tenths and hun-  
dredths.

on morning & afternoon.

on morning & afternoon.

## Mail Steamers

## THE PENINSULAR AND ORIENTAL S. N. CO.

Will dispatch VESSELS to the Undermentioned PORTS on or about  
the DATES named—

for STEAMERS TO SAIL ON REMARK

SHANGHAI.....DEVANHA  
Capt. W. H. Hickey, R.N., 21st Nov. Freight and  
Passage.

LONDON, via  
Usual Ports